

STATE OF TENNESSEE  
DEPARTMENT of SAFETY and HOMELAND SECURITY  
TENNESSEE HIGHWAY PATROL  
Critical Incident Response Team

1420 Neal Street Suite 102  
Cookeville, TN 38501



CIRT Case Number: 2024-0000417  
Case Type: Trooper Assist Case  
Agency Incident Number: 224011866  
Date: 02/15/2024  
CIRT Team Number: 2  
CIRT Investigator: Sergeant John McFarland  
Case Investigator: Sergeant Jerry Millsaps  
County: Meigs

## Case File Review and Approval

### Case Information

Case Date: 02/15/2024

County: Meigs

CIRT Case Number: 2024-0000417

District Incident Number: 224011866

This case file and the documents contained herein represent the findings, and where indicated, the opinions of the below named member of the Tennessee Highway Patrol. Any findings and opinions are based on the evidence and information available to the investigator at the time the case was submitted for review but are limited in scope by the education, training, and experience of the individual at that time. By signing this document, the investigator certifies that every item of information gathered during the course of this investigation is reflected in this report and that every physical item obtained in connection with this investigation is contained in this file or is in the location indicated herein.

Investigator: Sergeant John McFarland

Signature: John McFarland

Digitally signed by John McFarland  
Date: 2024.06.04 10:48:45 -05'00'

Reviewed By (Rank and Name): Lieutenant Justin Boyd

Signature: Justin Boyd

Digitally signed by Justin Boyd  
Date: 2024.06.04 10:55:59 -05'00'

# **SECTION ONE:**

## **OVERVIEW**



# Tennessee Highway Patrol

## Critical Incident Response Team

### *Investigative Summary*

C.I.R.T. Case Number: 2024-0000417 County: Meigs

Location: Blythe Ferry Lane (Blythe Ferry Boat Ramp)

C.I.R.T. Investigator: Sergeant John McFarland

Case Investigator: Sergeant Jerry Millsaps

#### *Narrative:*

One February 15, 2024, the Critical Incident Response Team was requested to assist in the investigation of a single vehicle crash involving two fatalities. The crash was involving a marked patrol unit belonging to the Meigs County Sheriff's Office. I was contacted by Captain Patrick Turner, who requested I respond to the crash scene. The crash scene was located on Blythe Ferry Lane where it ends at the Tennessee River. Upon my arrival, I met with Special Agent Joe Morrissey, with the Tennessee Bureau of Investigation, and Sergeant Jerry Millsaps, who provided me with a brief explanation of the scene. Multiple agencies were present to attempt to locate and recover the patrol vehicle, which had been located in the river, completely submerged, several feet from the concrete boat ramp. The vehicle was apparently upside down.

Prior to the arrival of the recovery truck, I began to photograph the entire scene using a digital camera. I used paint to further mark tire marks that were located on the boat ramp. I then proceeded to create ground control points throughout the scene. Using my Mavic 2 Pro drone, I took aerial photographs of the scene to be used to create a scene diagram.

District Attorney General Russel Johnson was on scene and we spoke about the crash. Sheriff Jackie Melton was also on scene. I approached and asked him if he would give me consent to image the data within the powertrain control module and airbag control module, of the patrol vehicle. He gave his consent.

Once the vehicle was recovered from the river, it was pulled further away from the waters edge before investigating it. I was taking photographs during this time. I photographed the exterior of the vehicle prior to making entry. The vehicle was full of mud which made it difficult to observe subjects inside. Once the front doors were opened, the mud was removed using a shovel and it was determined that the deputy, identified as Robert "RJ" Leonard, was not in the vehicle. The rear doors to the vehicle were locked and could not be unlocked due to the electrical system of the vehicle being disabled. Extrication tools were requested to be brought to the scene so the rear doors could be opened. The rear window was down and through the window opening, the lower legs and feet of a subject could be seen protruding up from large amounts of mud that was also in the back seat. This subject was later identified as Tabatha Smith. Once the rear door was opened, I photographed the body prior to removal. Once removed, the body was laid onto a tarp so that additional photographs could be taken. Her hands

were in handcuffs behind the back when removed from the vehicle. The clothing description could not be positively identified due to the large amounts of mud covering the body. Identifying features also could not be determined. District Attorney Russell Johnson requested that an autopsy be conducted on the body.

I received a text message from Agent Morrissey of the search pattern conducted by the Monroe County Sheriff's Department boat. I also received by text message from TWRA Officer David Holt, images from the ROV interface screen operated by the Monroe County Sheriff's Department.

Later this same date, I was contacted by Sergeant Millsaps, who advised the body of Deputy Leonard was located and recovered from the river. Sergeant Millsaps advised he was present and did take photographs of the body.

On February 20, 2024, I traveled to Ames Wrecker Service in Decatur, which was the current location of the Meigs County Patrol vehicle. I photographed the vehicle with a digital camera and conducted a general vehicle exam. The Powertrain Control Module (PCM) and the airbag control module (ACM) were located and removed from the vehicle. Both modules were obviously full of water. I proceeded to email to myself the screen shot images sent by Officer Holt. Later this date, the PCM and ACM removed from the patrol vehicle were placed in a box and covered with dry rice.

On February 21, 2024, I was in a group text with TBI Special Agent Jason Legg, Sergeant Millsaps, Chief Deputy Brian Malone with the Meigs County Sheriff's Office, and General Johnson. The text exchange was related to the whereabouts of the cell phone belonging to Deputy Leonard. The phone was determined to have traveled with Deputy Leonard to the medical examiner's office in Knoxville. General Johnson requested we retrieve the phone, to possibly image it at a later date.

On February 22, 2024, I returned to the crash site to take additional photographs leading up the river's edge starting from Highway 60. Trooper John Irwin, with the Critical Incident Response Team, advised me that he had received Deputy Leonard's cell phone from Detective Kevin Estchee with the Meigs County Sheriff's Office. I advised to put the phone in some dry rice and maintain possession until I was able to get it from him.

On February 23, 2024, I received a timeline of Deputy Leonard from Agent Courtney Dugger, with the District Attorney's Office. I made contact with General Johnson and asked if he wanted the patrol vehicle to be moved to our holding lot in Chattanooga. He advised that, yes, he wanted us to do that. I then relayed this information to Sergeant Millsaps and Trooper Cameron Azbill, the evidence custodian. Sergeant Millsaps advised that he will have the vehicle moved when he returned to work.

On February 26, 2024, I was contacted by TBI Agent Morrissey and provided the names of a possible witnesses by the name of Nikki and Anna Sandula. He also provided a contact number. I then attempted to make contact with these witnesses, but there was no answer. I left a message.

On February 27, 2024, I was contacted back by Nikki Sandula. I was able to obtain her recorded statement as well as her daughter, Anna. I obtained driver's license photos for both Deputy Leonard and Smith.

On February 28, 2024, I contacted the Meigs County Sheriff's Department to request copies of the dispatch log and audio related to this event. Stephanie Dunn was the contact and emailed the requested information to me.

On March 3, 2024, I received an email link to a folder containing audio from an interview with Frank Turner. He was the boyfriend of Smith. This was received from the District Attorney's Office. I spoke with District Attorney Johnson about updates with the case.

On March 5, 2024, I received Deputy Leonard's cell phone from Trooper Darren Butler who is also a member of the Critical Incident Response Team. It was still inside a bag with dry rice.

On March 6, 2024, I was in the office and was able to complete the scene diagram related to the incident.

On March 18, 2024, I was forwarded an email chain from Cortney Dugger with the District Attorney's Office that was referencing a possible GPS unit that belonged to Deputy Leonard that may have been in the vehicle. I commented back that a what appeared to be a GPS unit covered in mud was in the vehicle at the time I had contact with it. Chanel Finnell with the District Attorney's Office expressed desires to retrieve that unit. I provided her with Trooper Cameron Azbill's contact information, the evidence custodian for the Tennessee Highway Patrol Chattanooga District, so that she could coordinate with him.

On March 19, 2024, the condition of the ACM and PCM from Deputy Leonard's patrol vehicle were checked. While they were both in much better conditions, both still showed evidence of moisture inside.

On April 1, 2024, I emailed Sergeant James Knipper with our Criminal Investigations Division, about imaging Deputy Leonard's cell phone. He responded back and advised that he could, and we arranged to meet.

On April 2, 2024, I met with Sergeant Knipper in Kingston and provided him the cell phone so it could be imaged.

On April 3, 2024, I contacted the Knox County Regional Forensic Center to inquire on the status of the autopsy reports for Deputy Leonard and Smith. She advised they were complete but could not provide them because they were sealed by the District Attorney. I then contacted General Johnson in reference to this and he advised that he would provide me copies of those reports.

On April 12, 2024, I was able to image data from the PCM. The ACM still had evidence of moisture within. I was able to partially open the bottom access panel and then returned the module to the box of dried rice.

On April 15, 2024, I was contacted by Sergeant Knipper who advised the image of the cell phone was successful and that he would prepare the report for me.

On April 16, 2024, I responded to an email chain with General Johnson regarding Deputy Leonard's patrol vehicle and the possible condition of the braking and throttle system.

On April 18, 2024, I traveled to the THP Chattanooga District Headquarters, which was the location of Deputy Leonard's vehicle. I proceeded to conduct a visual inspection of the braking system components by removing each wheel and photographing the various parts of the foundation brakes. The brake fluid reservoir under the hood of the vehicle was also photographed. The throttle body, located on top of the engine, was photographed.

On April 19, 2024, I received Deputy Leonard's cell phone back from Sergeant Tim Southerland. Electronic storage devices were also provided that included imaged data from the cell phone.

On April 22, 2024, I attempted to image the data contained within the ACM of Deputy Leonard's patrol vehicle. I made several attempts which all proved to be unsuccessful.

On April 25, 2024, I returned to Blythe Ferry Lane in the area of the incident and collected additional information from the area. The location of the original signs erected at the time of the incident were also mapped with the GS18 Rover. While there it was observed that additional signage was added to help warn motorists of the river location.

On June 3, 2024, an overall diagram was created, and the file was turned in for review.

A 76,257-page extraction report was obtained from Deputy Leonard's cell phone. Due to the large file size, it will not be included in the PDF case file but will be provided as a separate file.

All information generated during the course of this investigation has been included in this case file. A copy of the case file will be provided to Sergeant Millsaps, the district office of the Tennessee Highway Patrol, and the District Attorney's Office.



# Tennessee Highway Patrol

## Critical Incident Response Team

### *Report of Findings*

C.I.R.T. Case Number: 2024-0000417 County: Meigs

Location: Blythe Ferry Road (Blythe Ferry Boat Ramp)

C.I.R.T. Investigator: Sergeant John McFarland

#### *Narrative:*

While investigating this case, I examined the crash scene, the vehicle involved, and witness statements. Data from the cell phone belonging to Deputy Robert Leonard was obtained and reviewed. The After Crash Situation Map, which documents the scene evidence was reviewed. Reports from the Knox County Regional Forensic Center were obtained and reviewed. Audio from the dispatch radio from the Meigs County Sheriff's Department was obtained and examined. Based upon everything that is unknown at this time, the following can be concluded:

1. Blythe Ferry Lane, in the area of the crash, is a two-lane asphalt roadway with no shoulders. The roadway ends into the Tennessee River before transitioning into a concrete boat ramp. The roadway curves slightly left and then straightens, as it approaches the river. The roadway is set up for east and west traffic and the two travel lanes were separated by a double yellow centerline. Prior to reaching the water's edge, the centerline ended, and the asphalt roadway continued until the start of the concrete ramp. From the end of the centerline, the roadway transitioned to a downhill grade towards the water. There was no signage in the immediate vicinity of the water's edge, to warn or indicate the approaching end of the roadway. There were no speed limit signs erected on Blythe Ferry Lane between the river and the intersection with Shadden Road. (Crash scene and surrounding area.)
2. Deputy Robert Leonard (35) was traveling west on Blythe Ferry Lane while operating a silver 2010 Ford Crown Victoria Police Interceptor. He was transporting a single passenger, Tabatha Smith (35), who was seated in the rear seat. Smith was not restrained. It is unknown if Leonard was restrained in the vehicle. Smith was in Leonard's custody who he had arrested just minutes prior, while on the State Route 60 bridge that spanned over the river. (Crash scene, vehicle, cell phone data, dispatch log.)
3. Deputy Leonard was traveling towards the river and approaching the end of Blythe Ferry Lane. He traveled onto the concrete boat ramp and then into the river. The vehicle then sank. His vehicle was later found on the bottom of the river in an upside-down position. (Crash scene and vehicle.)
4. The vehicle was recovered from the river after being located on the bottom in an upside-down position, in approximately 17 feet of water, near the end of the boat ramp. (Crash scene and vehicle.)
5. After the vehicle was recovered, it was observed to be nearly full of mud and sediment. After partially removing this the mud, it was determined that Deputy Leonard was not in the vehicle. Smith was still in the rear

seat in an upside-down position (her feet towards the roof of the vehicle) and was removed. She was completely covered in mud and sediment and her hands were still secured with handcuffs behind her back. (Crash scene.)

6. The following day Deputy Leonard was located on the bottom of the river near the area the vehicle was found. He was in full uniform with his cell phone located in a pocket on his ballistic vest carrier.

7. Both Deputy Leonard and Smith did not survive the incident. An autopsy was conducted on each of them and the direct cause of death for both Deputy Leonard and Smith was reported as drowning. No other injuries or reasons were identified to explain their deaths. They were both tested for the presence of alcohol or drugs. Leonard tested negative for the presence of both alcohol and drugs. Smith tested negative for alcohol but tested positive for methamphetamines (38 ng/ml) and delta-9 carboxy THC (5.1 ng/ml). (Knox County Regional Forensic Center.)

8. The vehicle itself did have damage to its exterior ranging from minor to moderate scrapes, scratches, and dents. The trunk was opened, and the trunk lid was damaged and deformed. The vehicle did not have any impact damage that would have suggested it was involved in some type of collision. The documented damage most likely occurred during the recovery process. (Vehicle.)

9. Brake marks were located on the boat ramp starting from the top and leading into the water. They were at an angle to the ramp itself and not parallel. No other roadway evidence was observed at the crash scene. (Crash scene.)

10. While there was no signage in the immediate vicinity of the water's edge, there was signage along Blythe Ferry between the river and the Shadden Road intersection. Starting at 1663 feet from the start of the boat ramp, on the right side of the road is a yellow highway sign that reads "ROAD ENDS 1500 FT". At 1363 feet there is a set of rumble strips that span the entire width of the travel lane going towards the river. These strips were raised asphalt that measured approximately 3/16" high. There were 5 individual strips. At 1261 feet, a yellow sign with a pedestrian walking was on the right side of the roadway. At 1072 feet and 740 feet were another set of 5 rumble strips measuring approximately 1/4" high and then 1/2". At 546 feet, on the roadway, in very large letters, was the word "STOP". Then at 502 feet was a yellow highway sign on the left side of the road that said, "STOP AHEAD". At 498 feet, on the roadway, was the word "AHEAD". The wording on the actual pavement was obviously worn but visible. This was the last signage that was observed leading up to the water. Two more sets of rumble strips were present before reaching the water. One at 474 feet which measured approximately 5/8" high and the other at 236 feet that measured approximately 1/2" high. (Crash site.)

11. While investigating this crash, images obtained through Google Earth of Blythe Ferry Road in this area, were obtained. These images depicted signage that no longer existed at the time of this incident. These were a yellow highway sign on the right side of the roadway that read "ROAD ENDS 500 FT", a second yellow highway sign on the right side of the roadway that read "STOP AHEAD". It appeared to be across from the one that was present. Then just prior to reaching the boat ramp were two large STOP signs erected on both sides of the roadway. (Google Earth Imagery date 4/2014.)

12. Deputy Leonard's cell phone was allowed to dry for several weeks before attempts were made to image the data contained within. Attempts to image were successful and the data was obtained. After review of this data, it reveals that Deputy Leonard was in the area of the State Route 60 bridge at 9:50:23 PM, which was the location of the arrest of Smith. Deputy Leonard is mobile at 9:59:57 PM and is at the intersection of Shadden Road at 10:00:51 PM. At 10:02:14 PM, Deputy Leonard is near the intersection with Blythe Ferry Road. By 10:03:31 PM, it shows Deputy Leonard in the water at the end of Blythe Ferry Road. The time stamps from the cell phone coincide with the timestamps from the dispatch logs from the Meigs County Sheriff's Department. (Cell Phone Data and the Meigs County Sheriff's Department.)

13. The phone data also shows phone activity did occur after Deputy Leonard was in route to the jail with Smith. Deputy Leonard sends a text message to his wife that reads "Arrest". This was sent at 10:03:12 PM. His wife sends a text message back that reads "Noice". This message was received by Deputy Leonard's phone at 10:05:30 PM but was never read by Deputy Leonard. It is believed that he was already in the water at that time. (Cell Phone Data.)

14. Using data from the phone, a speed calculation was conducted for Deputy Leonard. Between the Intersection of State Route 60 and Shadden Road to the boat ramp on Blythe Ferry Road, Deputy Leonard had an approximate average speed of 41 miles per hour. (Cell Phone Data and mathematical speed calculations.)

15. A general vehicle examination was conducted on Deputy Leonard's vehicle. During this exam, no obvious evidence was observed to suggest any type of mechanical complications were present that may have contributed to this incident. (Vehicle.)

**Conclusion:**

Based upon everything stated above, it is my opinion that the cause of this crash is Deputy Leonard's failure to stop his vehicle before reaching the river. While the exact circumstances that contributed to the incident can never be known, it is known that Deputy Leonard was most likely manipulating his cell phone during the drive from the arrest location with Smith to the river. It was also made known to this investigator that Deputy Leonard was a relatively new member to the Meigs County Sheriff's Department after relocating from New York. It is a likely scenario that a lack of knowledge of the roadways, coupled with possible distraction from the cell phone, could cause Deputy Leonard to end up where he did. During this investigation, this investigator made no observations of any evidence that suggested foul play related to this incident.

# **SECTION TWO:**

## **REPORT(S) AND DIAGRAM(S)**

Accepted Date 2/21/2024 6:15 PM  
Generated Date 2/21/2024 6:15 PM  
Report Form Level 3



Master Record Number	400056085
Type Of Crash	Fatal
Approved By	39

## Tennessee Electronic Traffic Crash Report

### Incident Information

Date of Crash 2/14/2024	Day Of Crash Wednesday	Local Agency Number THP0200	Reporting Agency Name THP District 2 - Chattanooga			Agency Tracking Number 224011867	
Time of Crash 22:03	Time Notified 22:42	Time Arrived 06:45	County Meigs			City Other	
Total Vehicles 1	Total Occupants 2	Total Non-Occupants 0	Total Killed 2	Total Injured 0	Total UnInjured 0		
Hit and Run No	Solved No	Police Pursuit No	School Bus Involved No	Photos Taken Yes	By Police	Photographer Name Cirt Sgt. Mcfarland	
Area Not Applicable			Interchange Related No	Intersection Type Not at Intersection			
Block Number 6630	Roadway Number		Roadway Name Blythe Ferry Ln			Suffix	Mile Marker 0.00
Estimated Distance	Distance Type	Direction	From Highway/Intersection			Suffix	Intersect Number
Roadway Local Id			Intersect Local Id				
Relation To Junction Non-Junction			Relation to Roadway Other			Route Signing	
Work Zone None			Construction Zone				
Construction Location			Workers Present				
First Harmful Event Immersion			Trafficway Type Trafficway-OPEN				
Weather Conditions Clear	Light conditions Dark-Not Lighted			Latitude 35.409530	Longitude -85.008750	Rail Crossing Id	
Manner of Collision Not Collision with Motor Vehicle in Transport							
1st Collision Factor		2nd Collision Factor			3rd Collision Factor		

### Incident Management

Secondary Crash No	Secondary Crash Type	Blockage Occurred No
Roadway / Lanes Blocked		Roadway Lanes/ Cleared
Lanes Blocked		
Incident Started		Incident Cleared

### Investigating Officer Details

Investigation Complete Yes	Rank Sergeant	First Name Kyle	Middle Initial	Last Name Millsaps	Suffix
Badge Number 90	District/Zone 2/chatt.	Car Number 2224	Report Date 02/16/2024		

### Assisting Officers

Rank C.i.r.t. Sgt.	First Name John	Middle Name	Last Name Mcfarland	Suffix
Badge Number 331	District / Zone 2	Car Number 9920	Report Signed	Report Date

Vehicle Number 1	Number of Occupants 2	Driver Presence Driver Operated
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### Driver Information

First Name <b>Robert</b>	Middle Initial <b>John</b>	Last Name <b>Leonard</b>	Suffix <b>Jr</b>	Date Of Birth <b>1988</b>	Age <b>35</b>
Address Line 1 [REDACTED]	Address Line 2	City <b>Decatur</b>	State <b>TN</b>	Zip Code <b>373227048</b>	
Phone Number [REDACTED]	Race <b>Caucasian Mexican Puerto Rican Other White</b>	Ethnicity <b>Non-Hispanic</b>		Gender <b>M</b>	
Drivers License Number [REDACTED]	Drivers License State <b>TN</b>	Expiration Date <b>2030</b>	Drivers License Class <b>D</b>	Drivers License Status <b>Valid</b>	
Safety Equipment <b>Unknown</b>		Airbag <b>AirBag Available-No Deployment</b>		Seat Position <b>Front Seat-Left Side</b>	
Endorsement 1 <b>None</b>	Complied With <b>No</b>	Endorsement 2	Complied With	Endorsement 3	Complied With
Restriction 1 <b>None</b>	Complied With <b>No</b>	Restriction 2	Complied With	Restriction 3	Complied With
Ejected <b>Not Ejected</b>	Ejection Path			Trapped/Extricated <b>Not Trapped</b>	
Injury Code <b>Fatal</b>	Medical Transport <b>EMS-Ground</b>	Ambulance/Hospital <b>Knox Medical Examiner</b>			EMS Run# <b>20240215</b>
Incident Responder? <b>No</b>		Incident Responder Type			

### Driver Conditions and Actions

Hit and Run <b>No Hit And Run</b>	Driver/Vehicle Maneuver <b>Going Straight</b>	Distraction Action <b>Unknown</b>	Distraction Source <b>Unknown</b>
Driver's 1st Condition <b>Appeared Normal</b>		Driver's 2nd Condition	
Driver's 1st Action <b>Failure To Observe Warnings Or Instructions</b>		Driver's 2nd Action	
Driver's 3rd Action		Driver's 4th Action	
		Driver's 5th Action	

### Alcohol and Drugs

Officer Suspect Alcohol Use <b>No</b>	Determination Method <b>Unknown</b>		Alcohol Test Status <b>Unknown If Tested</b>		
1st Alcohol Test Type	1st Alcohol Test Result	2nd Alcohol Test Type	2nd Alcohol Test Result		
Officer Suspect Drug Use <b>No</b>	Determination Method <b>Other</b>		Drug Test Status <b>Test Not Given</b>		
1st Drug Test Type	1st Drug Test Result	2nd Drug Test Type	2nd Drug Test Result	3rd Drug Test Type	3rd Drug Test Result

### Driver Violations

1st Violation	1st Violation Category	1st Violation Description	1st Violation Statute
2nd Violation	2nd Violation Category	2nd Violation Description	2nd Violation Statute
3rd Violation	3rd Violation Category	3rd Violation Description	3rd Violation Statute
4th Violation	4th Violation Category	4th Violation Description	4th Violation Statute
5th Violation	5th Violation Category	5th Violation Description	5th Violation Statute

## Vehicle Information

Owner First Name <b>Meigs County</b>		Owner Middle Name <b>Sheriff's</b>		Owner Last Name <b>Department</b>			Owner Suffix
Address Line 1 <b>410 RIVER RD</b>		Address Line 2		City <b>Decatur</b>	State <b>TN</b>	Zip Code <b>373220000</b>	Phone Number [REDACTED]
Vehicle Year <b>2010</b>		Vehicle Make <b>FORD</b>		Vehicle Model <b>CVP</b>		Color <b>Silver</b>	
VIN <b>2FABP7BVXAX145061</b>	License Plate Number <b>GZ6695</b>		State <b>Tennessee</b>		Plate Expiration <b>PERM</b>	Body Style <b>Four-Door Sedan Hardtop</b>	
HAZMAT? <b>No</b>	FMCSA Reportable? <b>No</b>				Unit Type <b>Motor Vehicle In-Transport</b>		
Gross Weight <b>10000 or Less-No Haz-8 Or Less</b>				Vehicle Configuration			
Vehicle Operation Type <b>Government Owned/Used</b>				Cargo Body Type			
1st Factor <b>NONE</b>		2nd Factor			3rd Factor		
Vehicle Special Use <b>Police</b>		Type of Special Use <b>Non-Emergency Transport</b>			Emergency Use <b>Yes</b>		
Towed <b>Towed Due To Vehicle Damage</b>		Towed Location <b>Ames Towing</b>					
1st Trailer		1st Trailer License Plate Information		2nd Trailer		2nd Trailer License Plate Information	
Insurance 1 <b>SELF-INSURED</b>	Insurance 1 Type <b>Owner</b>	Insurance 1 Carrier <b>Meigs County Government</b>			Insurance 1 Start Date <b>6/30/2023</b>	Insurance 1 End Date <b>6/30/2024</b>	
Insurance 2	Insurance 2 Type	Insurance 2 Carrier			Insurance 2 Start Date	Insurance 2 End Date	
Insurance 3	Insurance 3 Type	Insurance 3 Carrier			Insurance 3 Start Date	Insurance 3 End Date	

## Vehicle Damage and Roadway Characteristics

Most Harmful Event <b>Immersion</b>				Fire in Vehicle <b>No</b>
Events 1 <b>Other Fixed Object</b>		Events 2 <b>Immersion</b>		Events 3
Events 4		Events 5		Events 6
Point of First Impact <b>Front End</b>		Extent of Damage <b>Disabling Damage</b>		Officer Damage Estimate <b>Greater Than Threshold</b>
Areas of Vehicle Damage <b>All Areas</b>				
Travel Direction <b>West</b>		Traveling On <b>Blythe Ferry Ln.</b>		
Trafficway Flow <b>Two-Way Not Divided</b>		Roadway Surface Type <b>Asphalt</b>		Number of Travel Lanes <b>Two Lanes</b>
Trafficway Hazards <b>None</b>				
Traffic Control Devices <b>Warning Sign</b>		Traffic Control Device Functioning <b>Device Functioning Properly</b>		Roadway Route Signing <b>County Route</b>
Roadway Surface Conditions <b>Dry</b>		Roadway Character Alignment <b>Straight</b>		Roadway Character Profile <b>Downhill Grade</b>
Speed Limit <b>45</b>	Access control <b>No Control</b>			

## Occupants

Person Type <b>Passenger</b>					
First Name <b>Tabatha</b>	Middle Name <b>Marie</b>	Last Name <b>Smith</b>	Suffix	Date Of Birth [REDACTED] 1989	Age <b>35</b>
Address Line 1 [REDACTED]		Address Line 2		City <b>Decatur</b>	State <b>TN</b>
Phone Number <b>0000000000</b>		Gender <b>F</b>	Seating Position <b>Second Seat-Unknown</b>		
Airbag <b>Not Available</b>		Safety Equipment <b>None Used MV Occupant</b>			
Ejected <b>Not Ejected</b>		Ejection Path		Trapped/Extricated <b>Trapped/Extricated</b>	
Injury Code <b>Fatal</b>		Medical Transport <b>EMS-Ground</b>		Ambulance/Hospital <b>Knox Medical Examiner</b>	
Incident Responder? <b>No</b>		Incident Responder Type			

## Alcohol and Drugs

Officer Suspect Alcohol Use <b>Unknown</b>		Determination Method <b>Unknown</b>		Alcohol Test Status <b>Unknown If Tested</b>	
1st Alcohol Test Type	1st Alcohol Test Result	2nd Alcohol Test Type	2nd Alcohol Test Result		
Officer Suspect Drug Use <b>Yes</b>		Determination Method <b>Other</b>		Drug Test Status <b>Test Not Given</b>	
1st Drug Test Type	1st Drug Test Result	2nd Drug Test Type	2nd Drug Test Result	3rd Drug Test Type	3rd Drug Test Result

## Violations

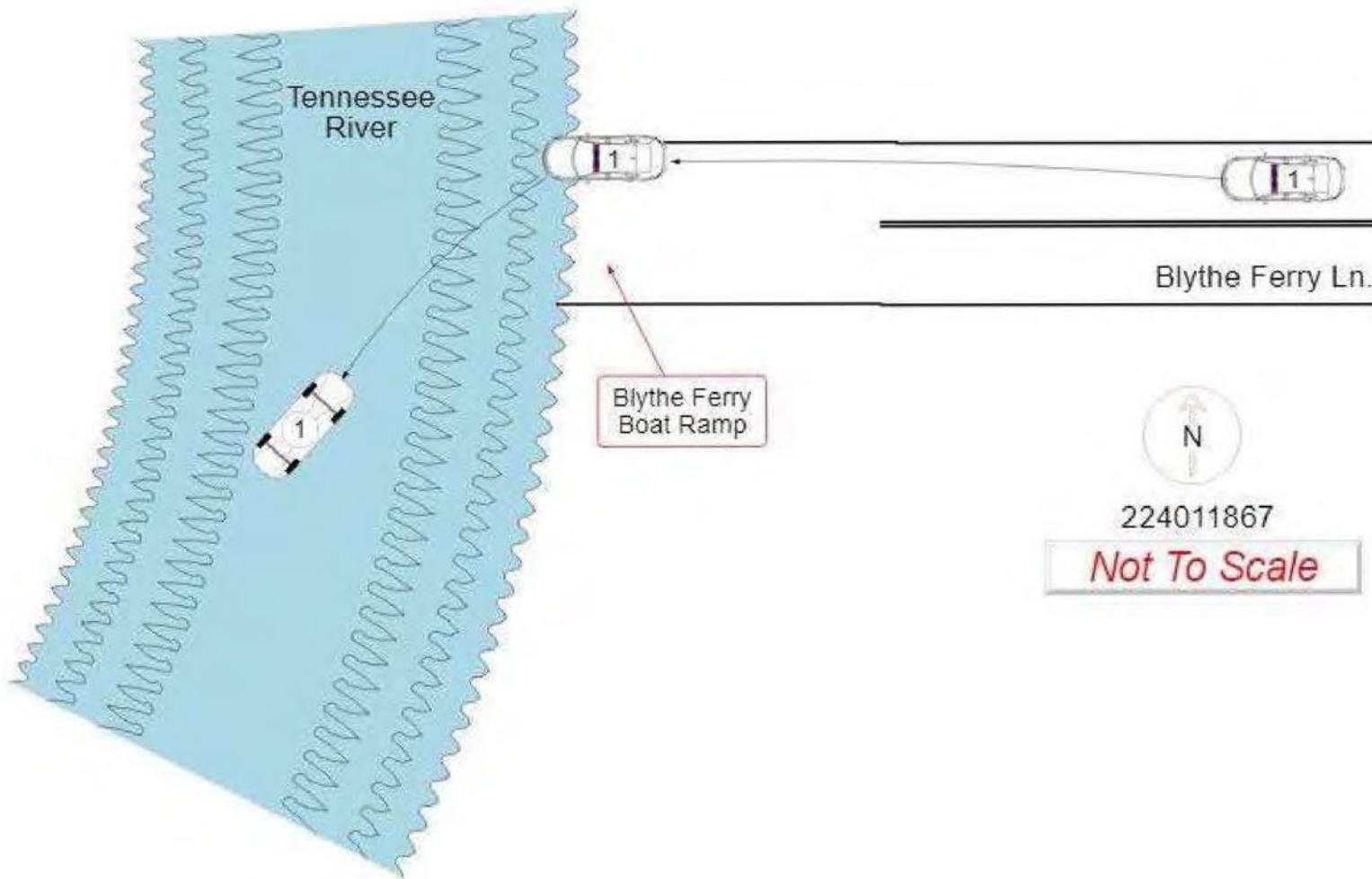
1st Violation	1st Violation Category	1st Violation Description		1st Violation Statute	
2nd Violation	2nd Violation Category	2nd Violation Description		2nd Violation Statute	
3rd Violation	3rd Violation Category	3rd Violation Description		3rd Violation Statute	
4th Violation	4th Violation Category	4th Violation Description		4th Violation Statute	
5th Violation	5th Violation Category	5th Violation Description		5th Violation Statute	

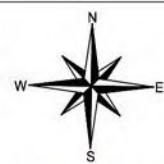
## Commercial Carrier Information

US DOT	Carrier Name			Carrier Type		ICC MC	TN DOS
Total Axles #	Address Line 1	Address Line 2	City	State	Zip Code	Phone Number	
1st Hazardous Materials	HAZMAT Class	Placard	Placard #	Released	Hazardous Materials Released		
2nd Hazardous Materials	HAZMAT Class	Placard	Placard #	Released	Hazardous Materials Released		
3rd Hazardous Materials	HAZMAT Class	Placard	Placard #	Released	Hazardous Materials Released		

## Narrative

Vehicle 1 (a Meigs County Sheriff Dept unit transporting a prisoner) was traveling West on Blythe Ferry Ln. The driver of vehicle 1 was unable to stop in time and drove into the Tennessee River. Vehicle 1 was found several hours later fully submerged under water on its top by the Dive Team. Both the driver and passenger died at the scene. The driver was found out of the vehicle at the bottom of the river near the vehicle. The rear passenger was still in the vehicle when it was recovered. Ames Towing was contacted to recover the vehicle. Critical Incident Response Team Sgt. McFarland responded to assist with the investigation. The Investigation is ongoing at this time.





Type of Diagram:  
After Crash Situation Map

Date of Incident:  
February 15, 2024

Roadway Name:  
Blythe Ferry Road at the Tennessee River Boat Ramp





# **SECTION THREE:**

## **PHOTOGRAPHS/VIDEO**



# DEPARTMENT of SAFETY and HOMELAND SECURITY

## TENNESSEE HIGHWAY PATROL

### Photography and Video Log Sheet

Case Number: 2024-0000417 Date: 02/15/2024 Time: 10:32 am

Location Photographs Made: Blythe Ferry Lane (Blythe Ferry Boat Ramp)

Case Investigator: Sergeant John McFarland

Photographer: Sergeant Jerry Millsaps  *Case Investigator*

#### Camera Type

##### Photographs

Memory Stick  Cellular Phone  
 Disk  Other (See Notes)

Number of Images: 22

##### Video

Memory Stick  Cellular Phone  
 Disk  Other (See Notes)

Original Media Stored At:  District HQ  CIRT Office  Other (See Notes)

Check if media will be delivered with completed case file.

Check if media may contain graphic images.

Check if media is from the State Medical Examiner's Office. This media is not the property of THP. Therefore, the media is not published with this case file.

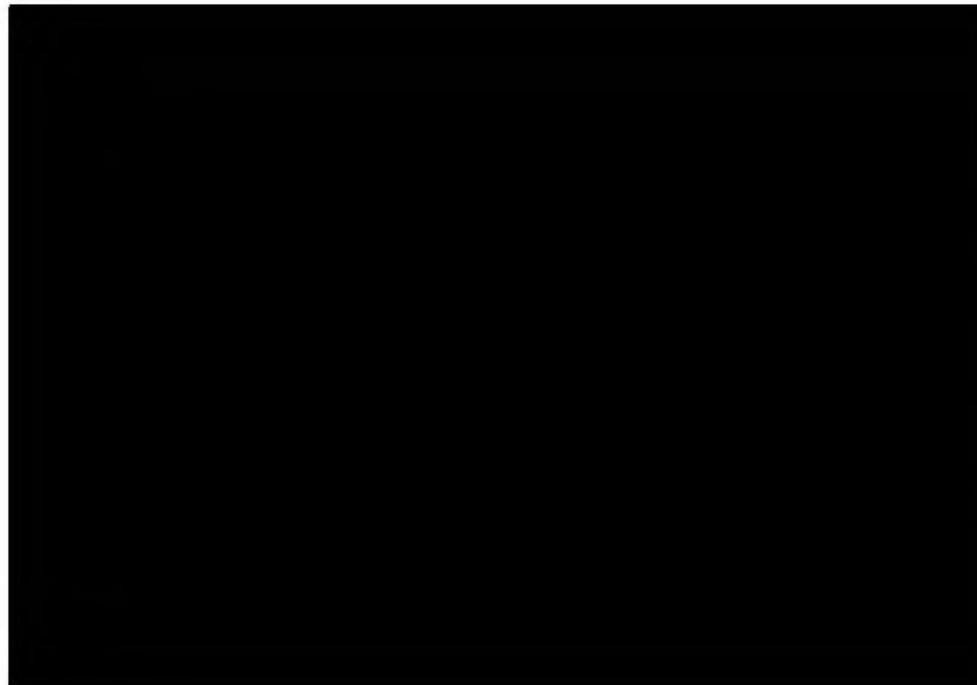
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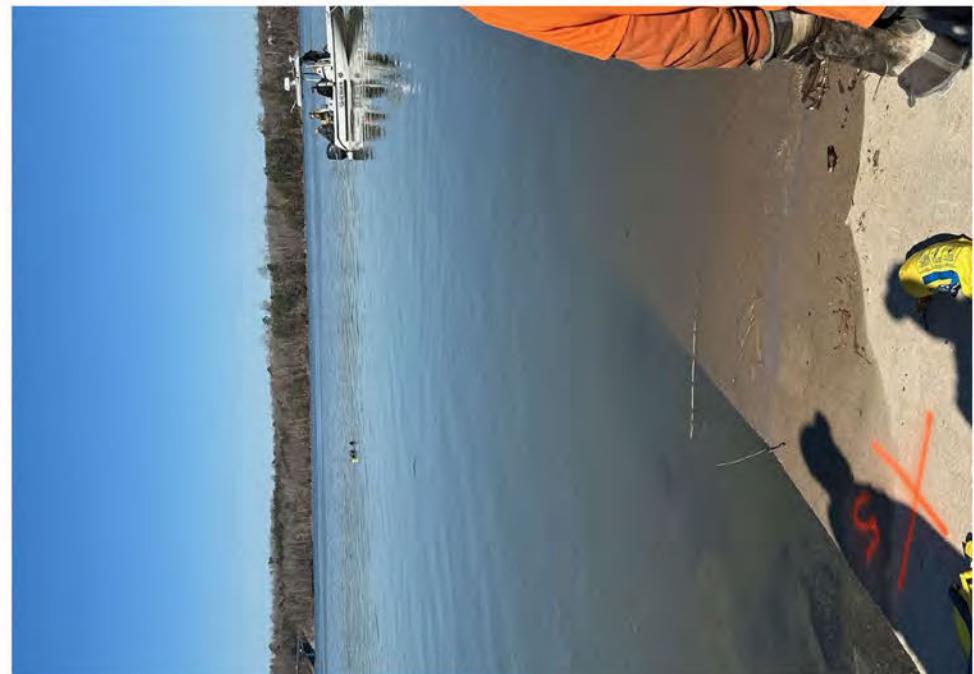
These are scene photos taken by Sergeant Millsaps. He was also present at the time Deputy Leonard's body was recovered.















# DEPARTMENT of SAFETY and HOMELAND SECURITY

## TENNESSEE HIGHWAY PATROL

### Photography and Video Log Sheet

Case Number: 2024-0000417 Date: 02/15/2024 Time: 7:40 am

Location Photographs Made: Blythe Ferry Lane (Blythe Ferry Boat Ramp)

Case Investigator: Sergeant John McFarland

Photographer: \_\_\_\_\_  Case Investigator

#### Camera Type

##### Photographs

Memory Stick  Cellular Phone  
 Disk  Other (See Notes)

Number of Images: 108

##### Video

Memory Stick  Cellular Phone  
 Disk  Other (See Notes)

Original Media Stored At:  District HQ  CIRT Office  Other (See Notes)

Check if media will be delivered with completed case file.

Check if media may contain graphic images.

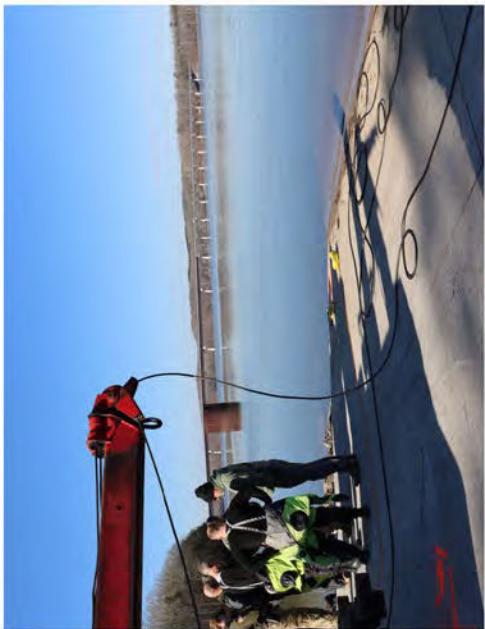
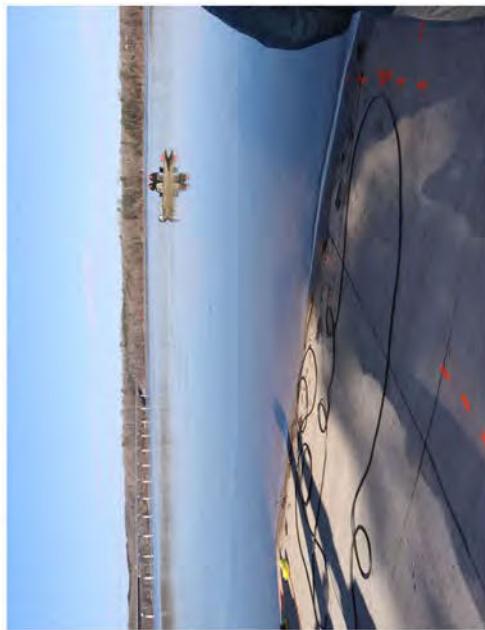
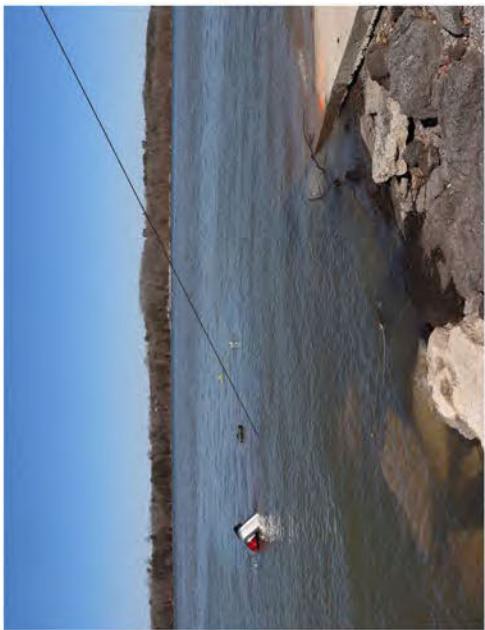
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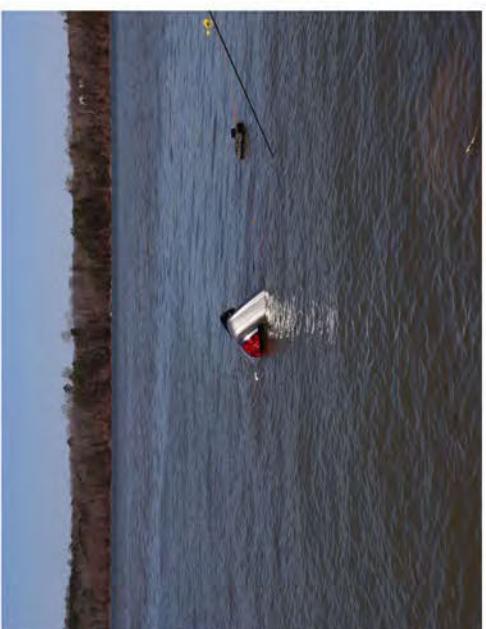
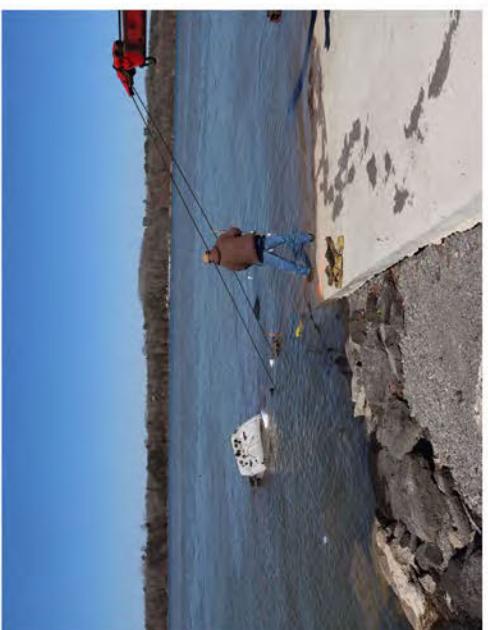
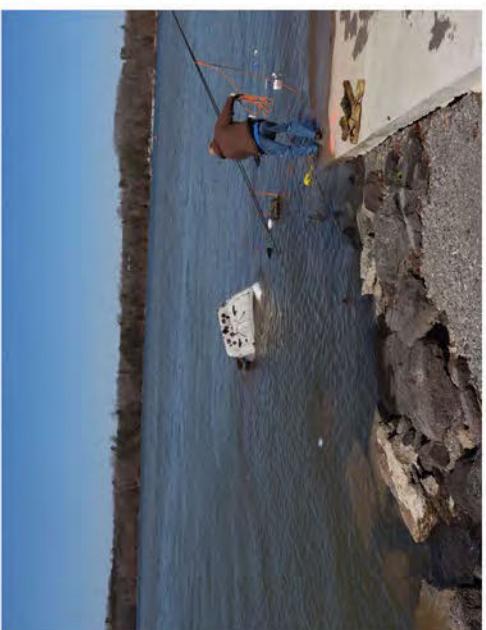
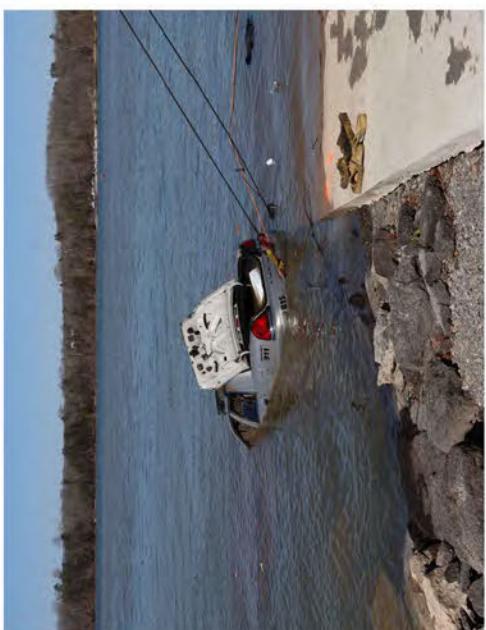
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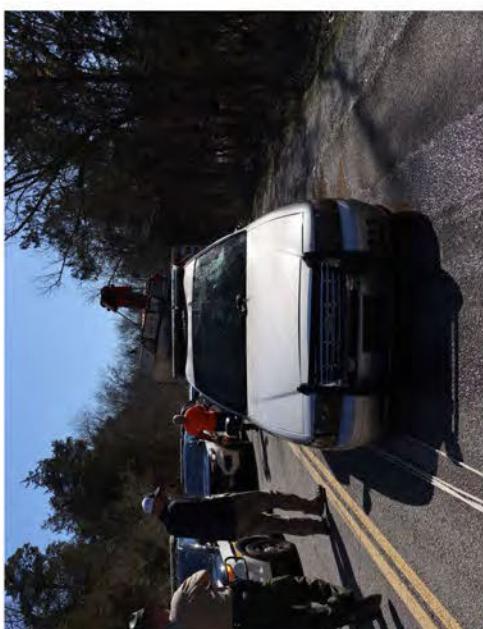
Scene photos.

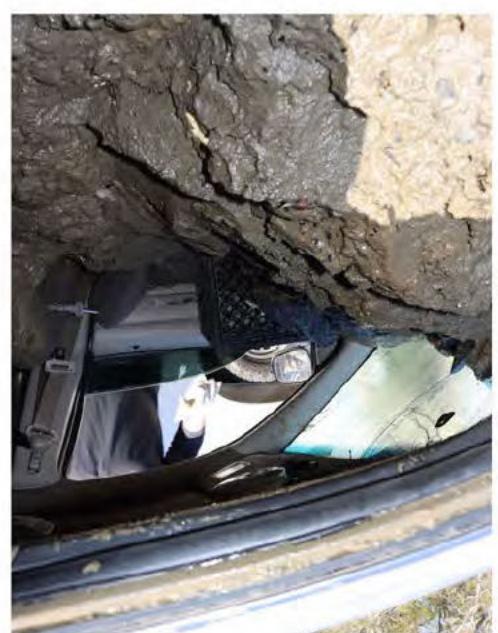
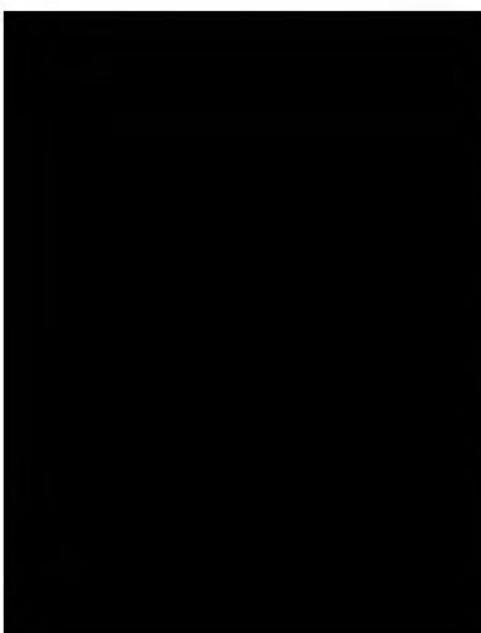
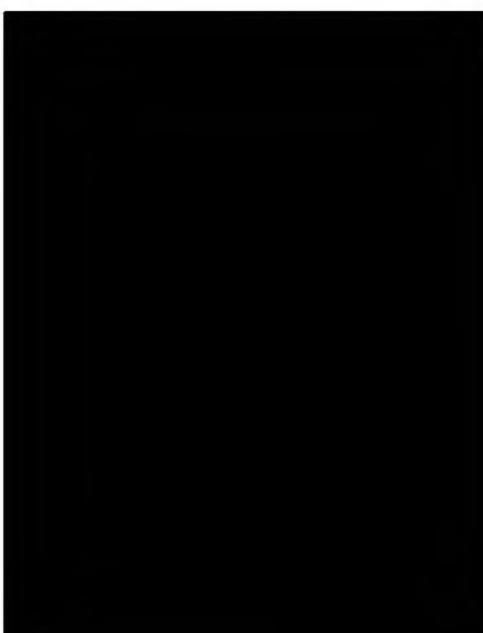
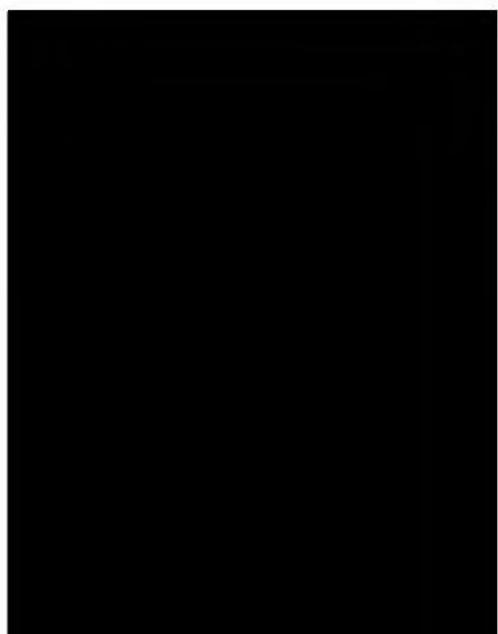
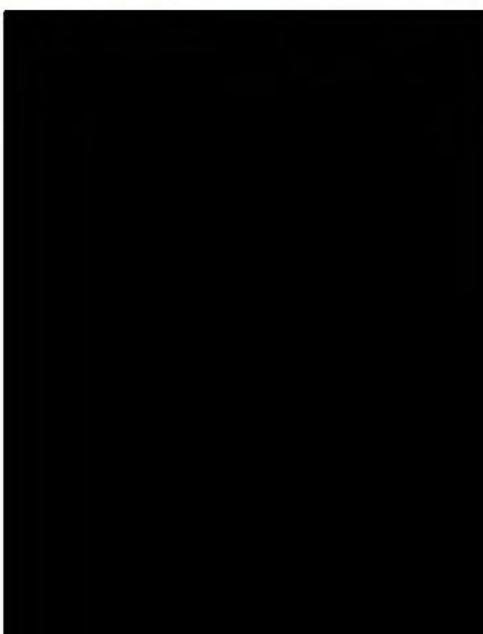
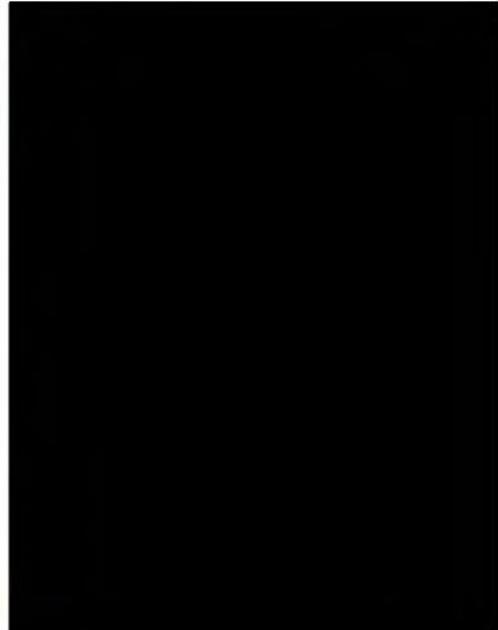
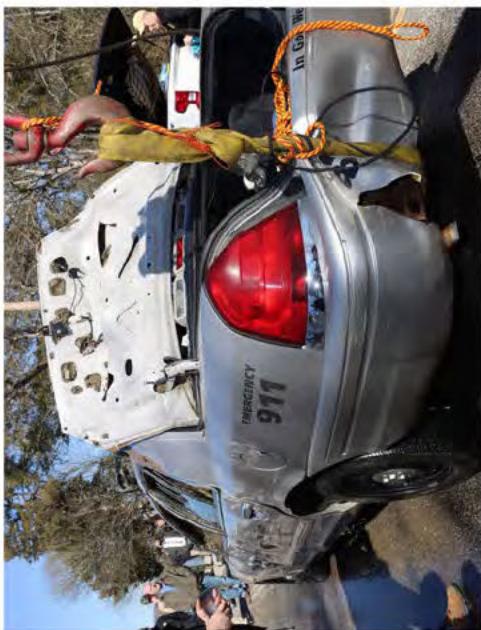




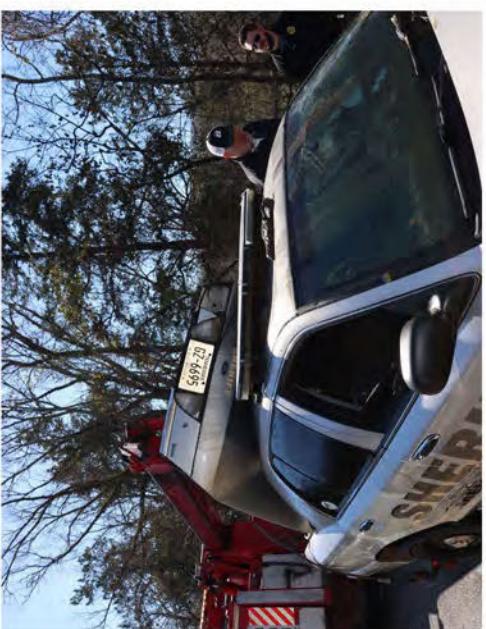
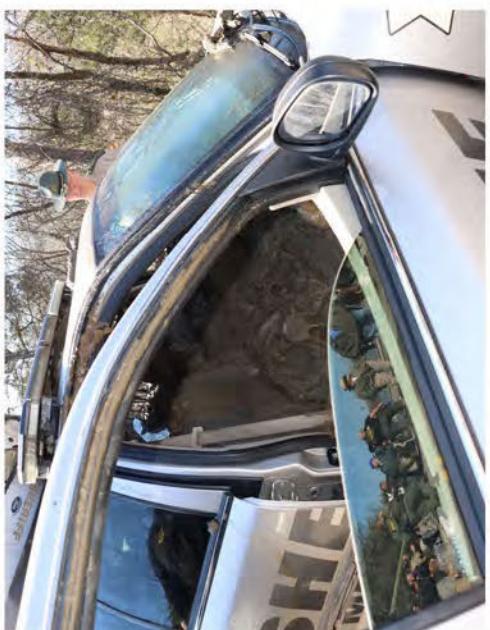


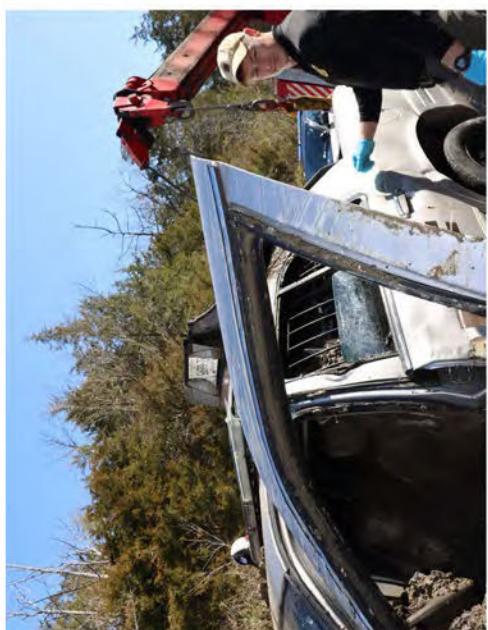
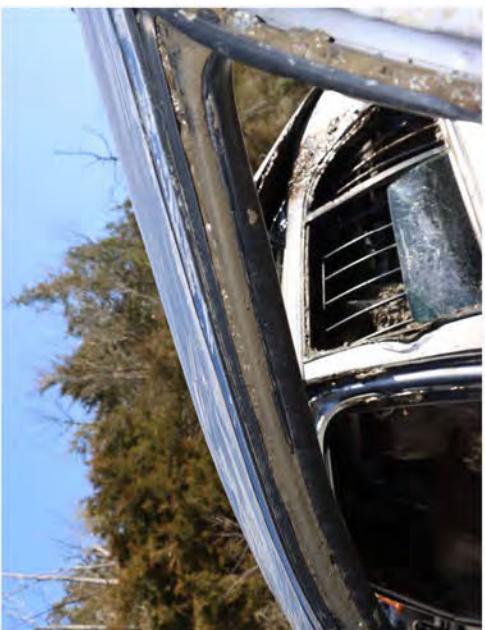
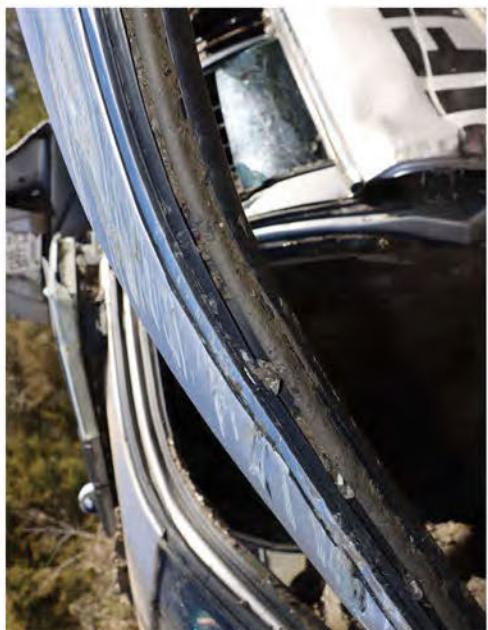


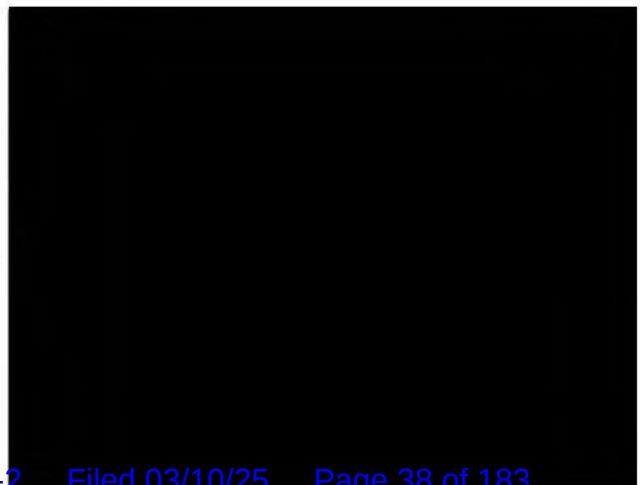
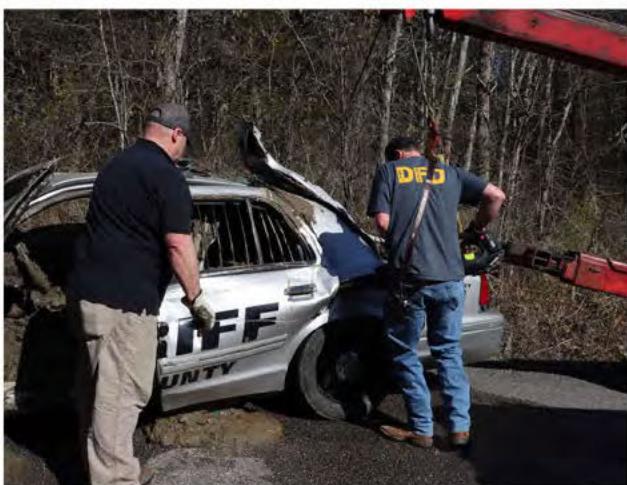


















# DEPARTMENT of SAFETY and HOMELAND SECURITY

## TENNESSEE HIGHWAY PATROL

### Photography and Video Log Sheet

Case Number: 2024-0000417 Date: 02/15/2024 Time: 9:44 am

Location Photographs Made: Blythe Ferry Lane (Blythe Ferry Boat Ramp)

Case Investigator: Sergeant John McFarland

Photographer: \_\_\_\_\_  Case Investigator

#### Camera Type

##### Photographs

Memory Stick  Cellular Phone  
 Disk  Other (See Notes)

Number of Images: 83

##### Video

Memory Stick  Cellular Phone  
 Disk  Other (See Notes)

Original Media Stored At:  District HQ  CIRT Office  Other (See Notes)

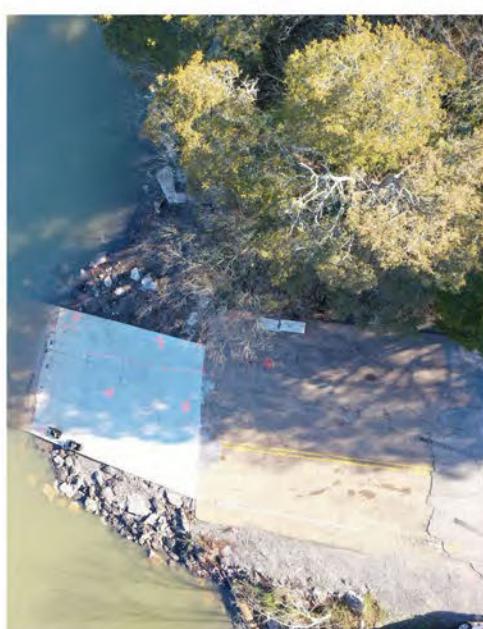
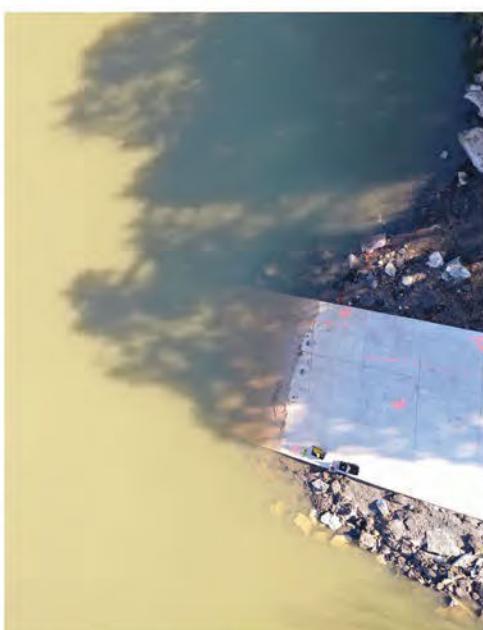
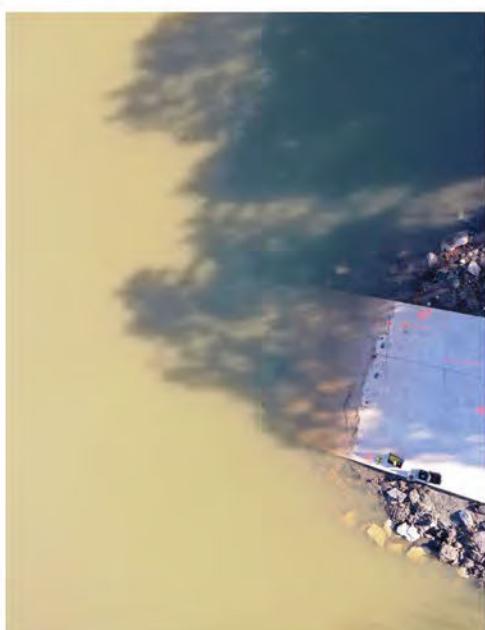
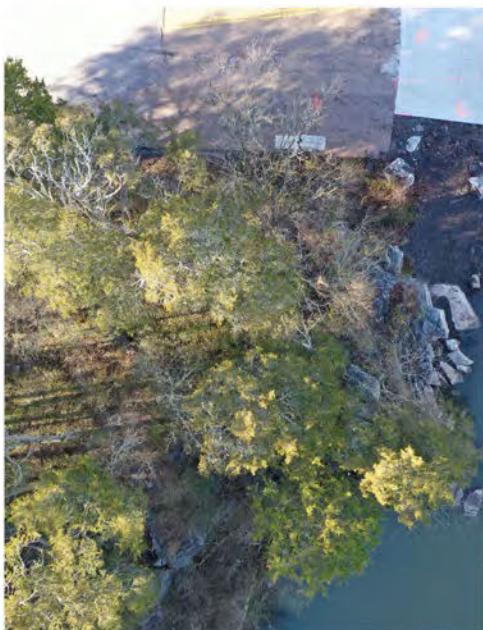
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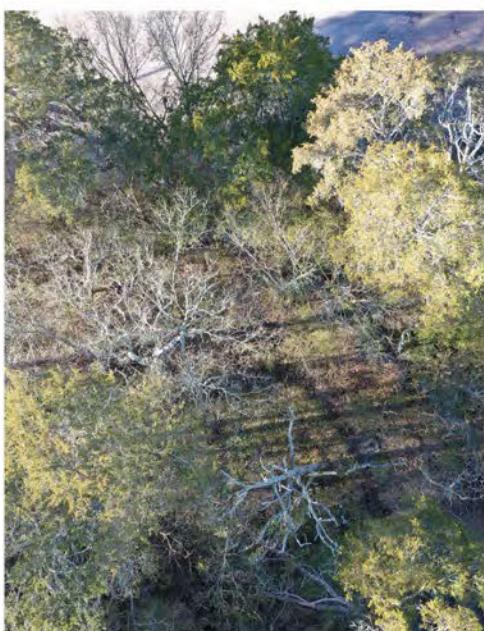
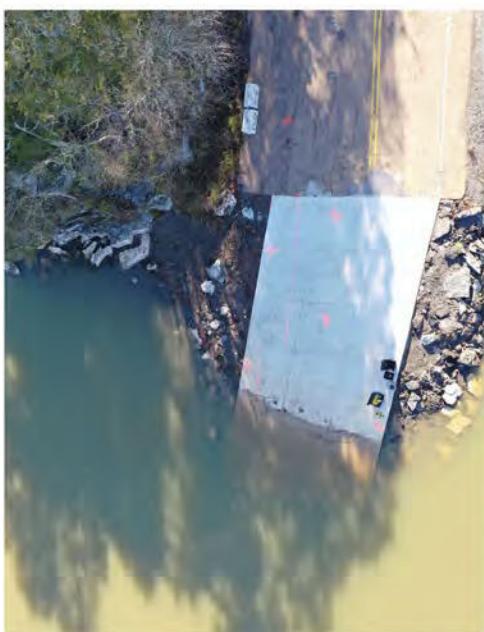
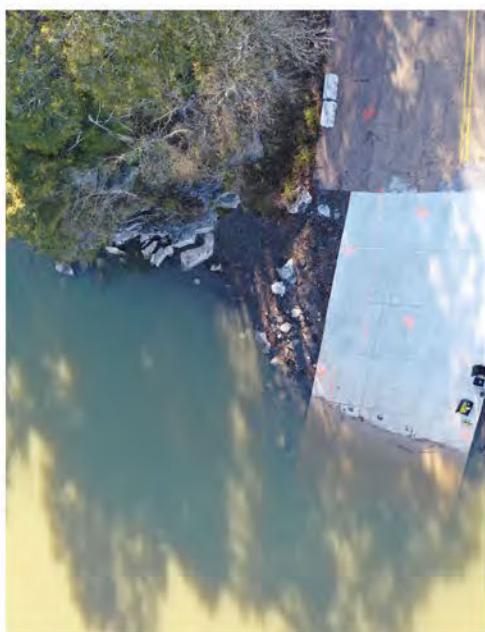
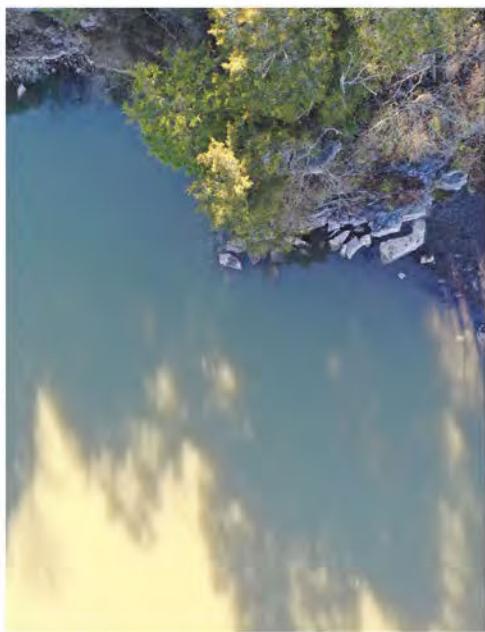
Check if media may contain graphic images.

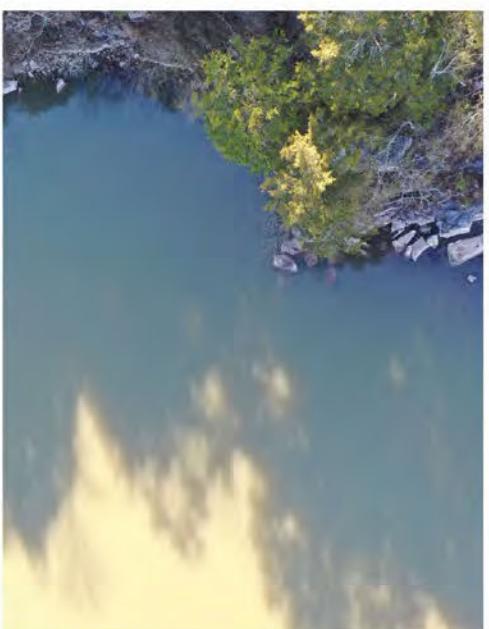
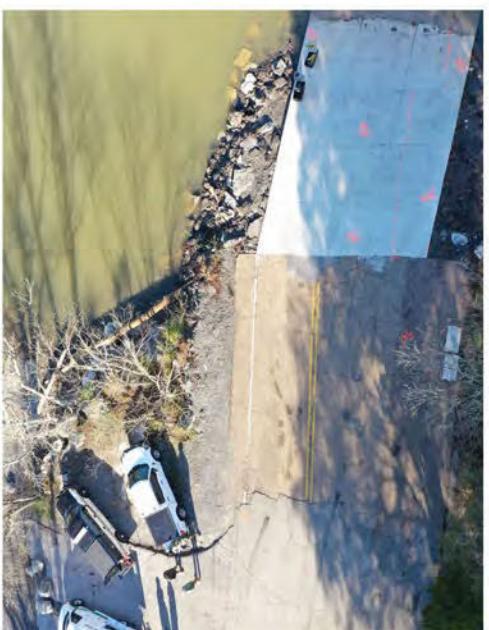
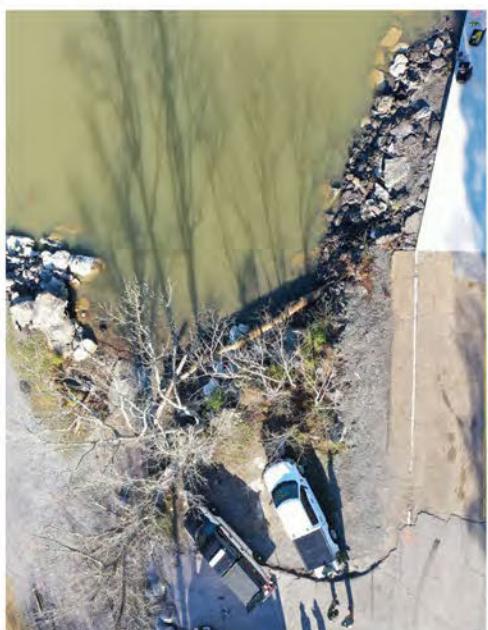
Check if media is from the State Medical Examiner's Office. This media is not the property of THP. Therefore, the media is not published with this case file.

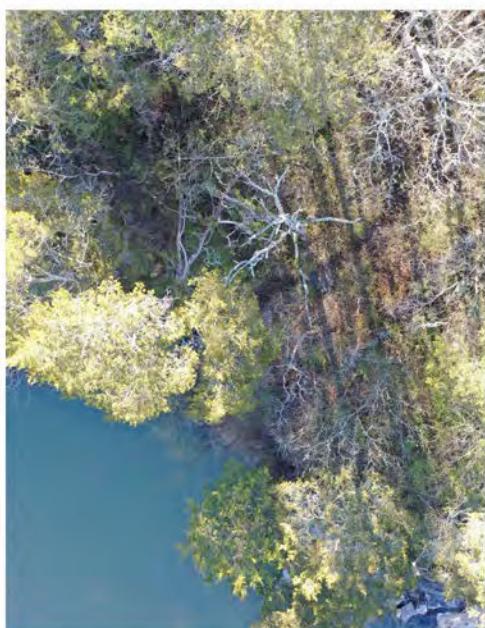
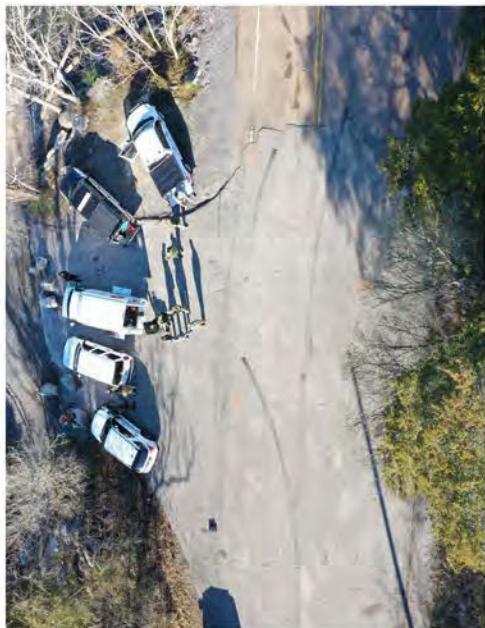
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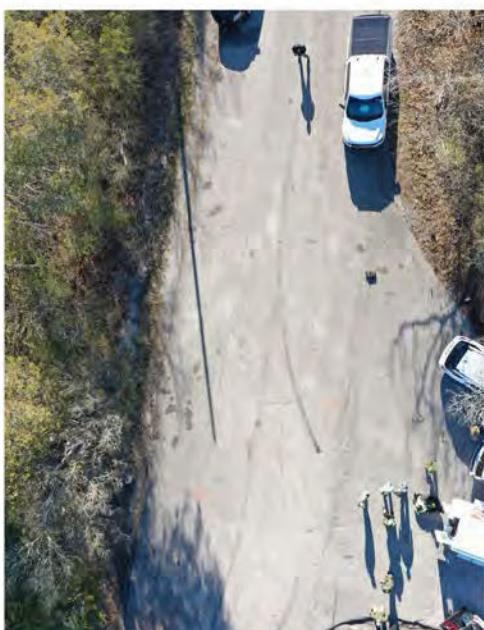
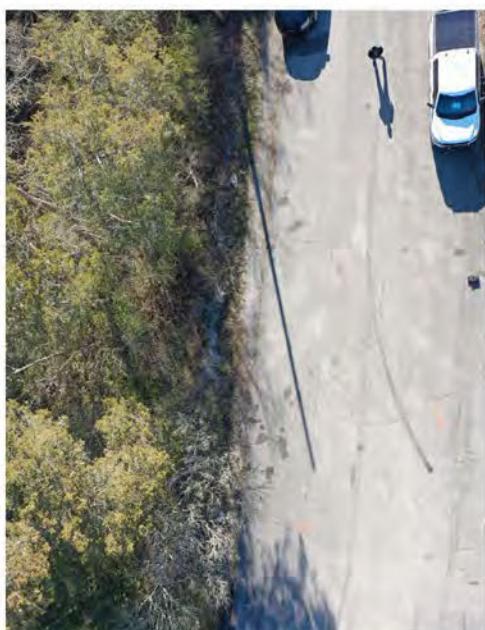
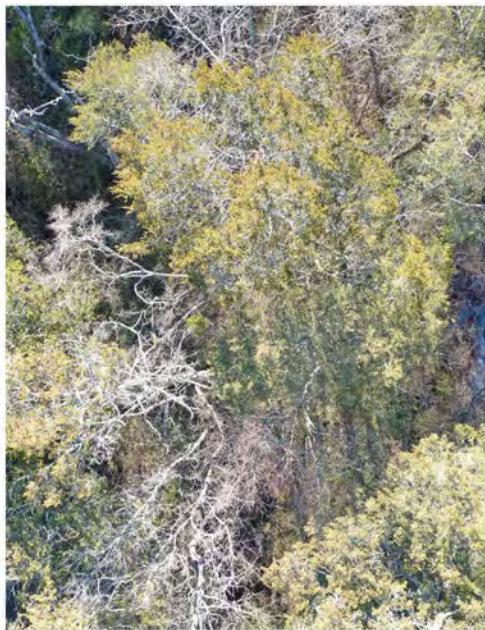
Aerial scene photos.

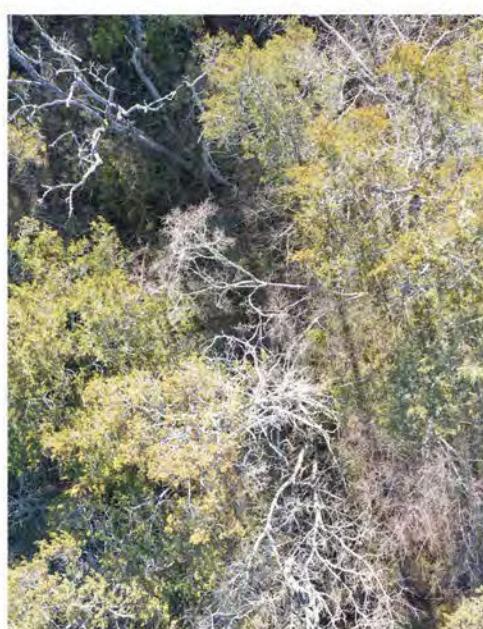
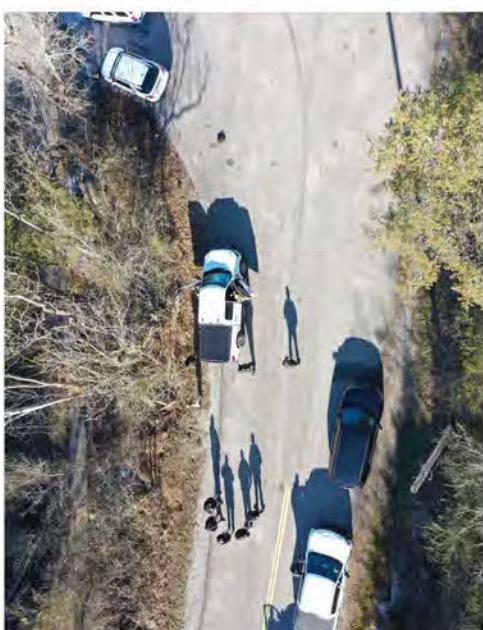
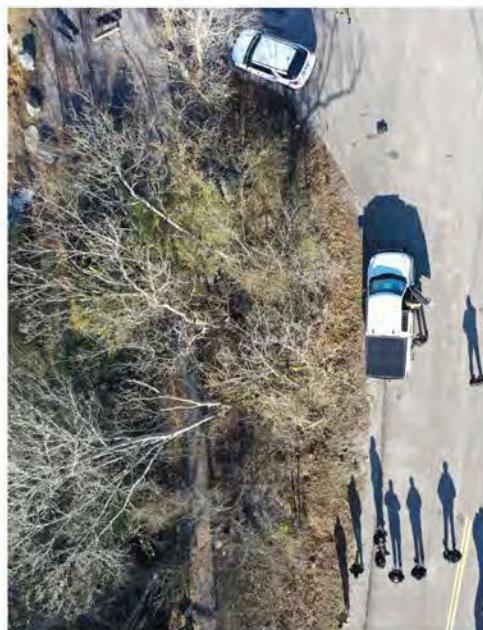
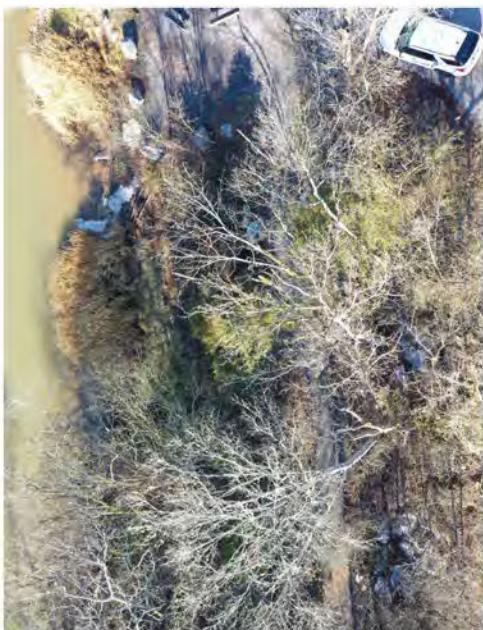


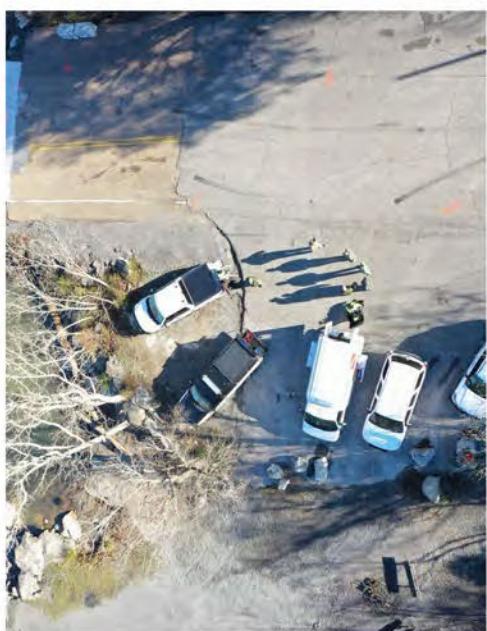
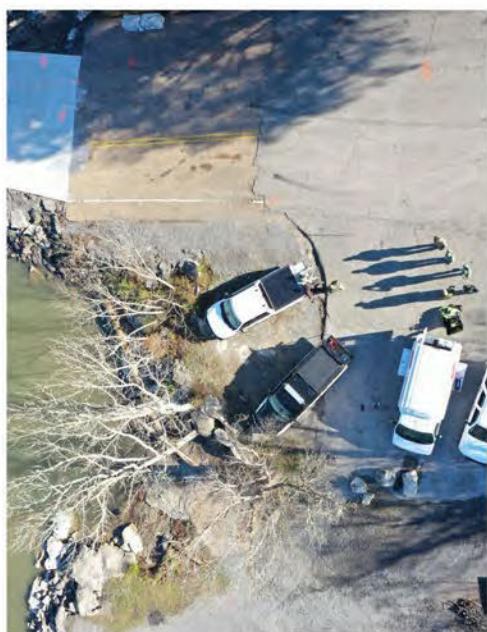
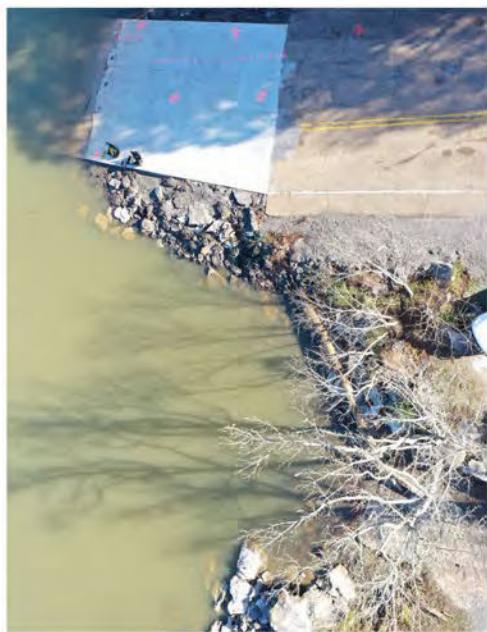
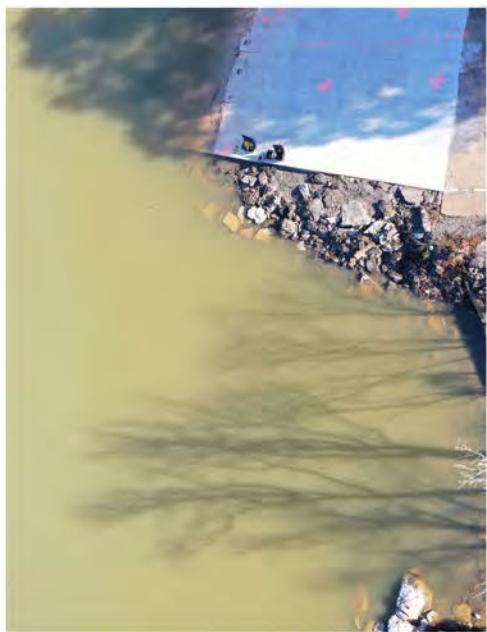


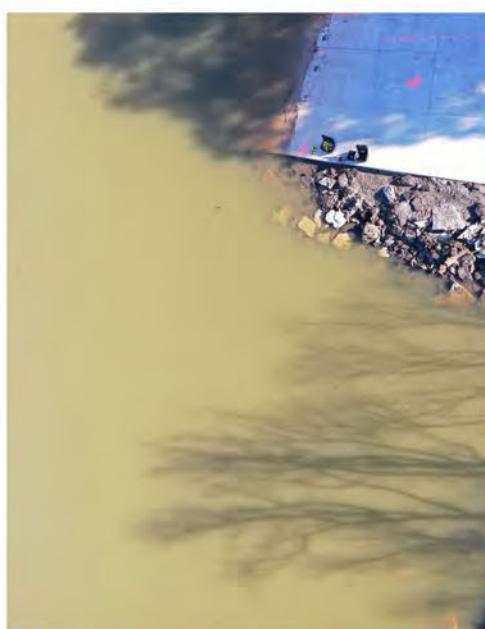
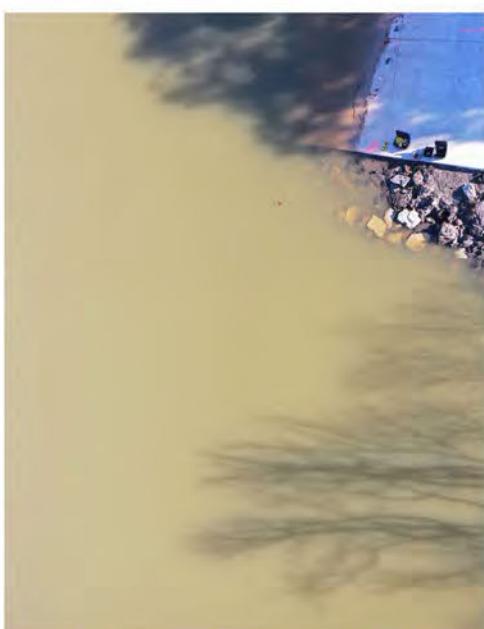
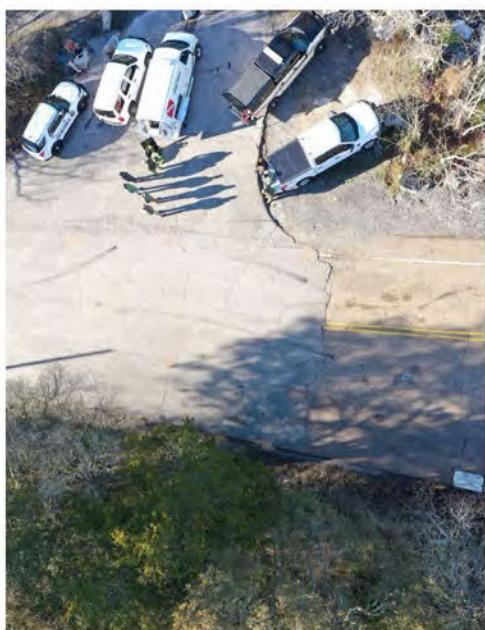
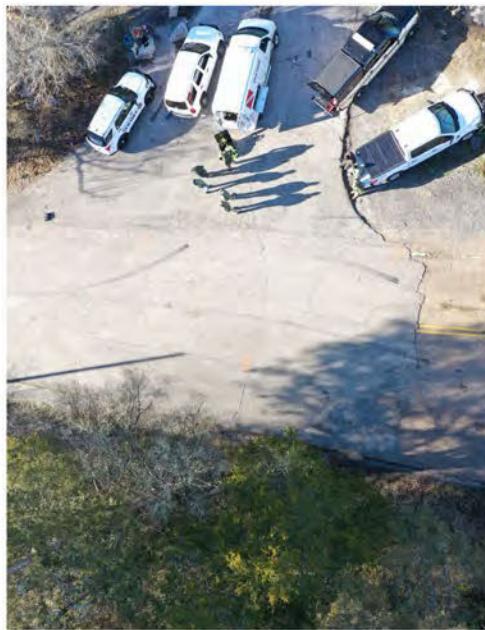
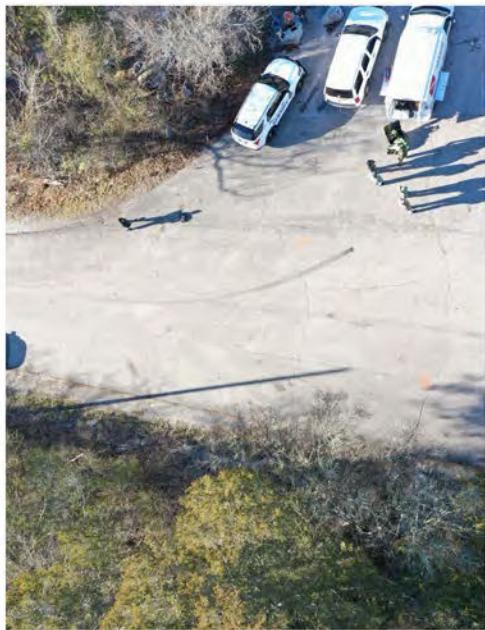


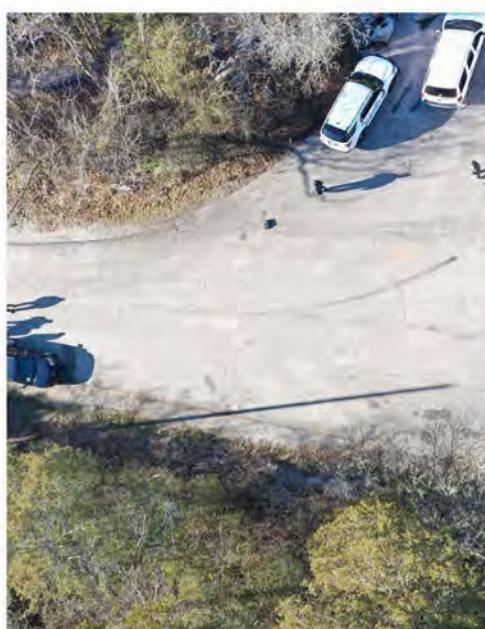
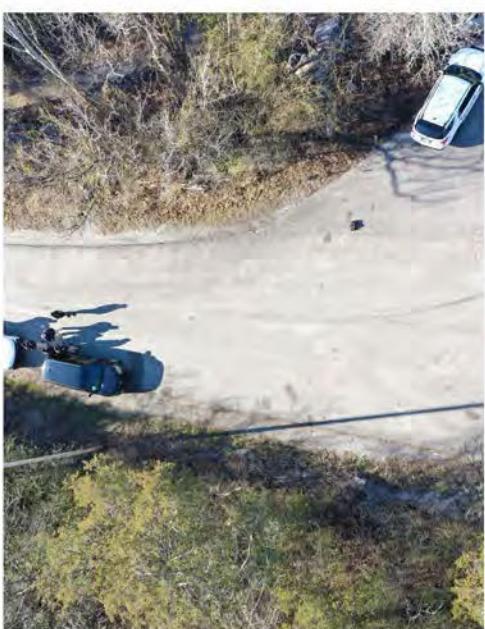
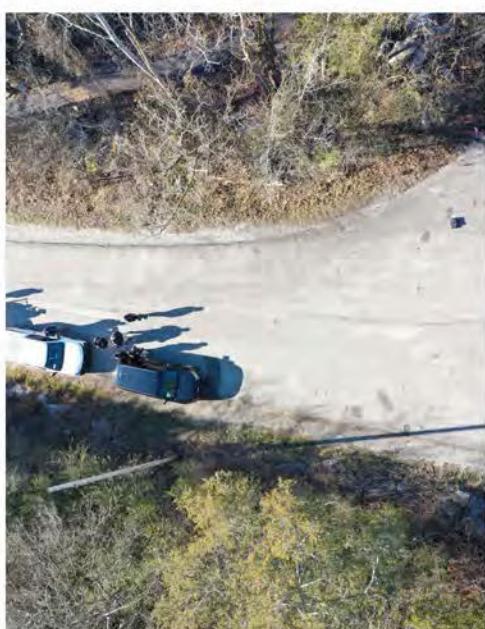
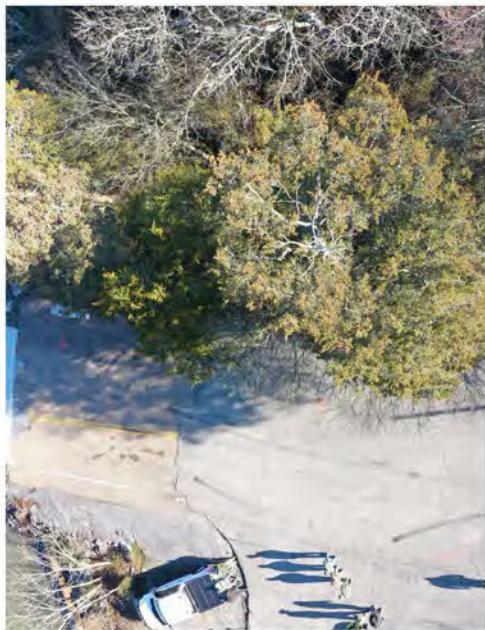
















# DEPARTMENT of SAFETY and HOMELAND SECURITY

## TENNESSEE HIGHWAY PATROL

### Photography and Video Log Sheet

Case Number: 2024-0000417 Date: 02/15/2024 Time: 11:09 am

Location Photographs Made: Blythe Ferry Lane (Blythe Ferry Boat Ramp)

Case Investigator: Sergeant John McFarland

Photographer: Officer David Holt  *Case Investigator*

#### Camera Type

##### Photographs

Memory Stick  Cellular Phone  
 Disk  Other (See Notes)

Number of Images: 8

##### Video

Memory Stick  Cellular Phone  
 Disk  Other (See Notes)

Original Media Stored At:  District HQ  CIRT Office  Other (See Notes)

Check if media will be delivered with completed case file.

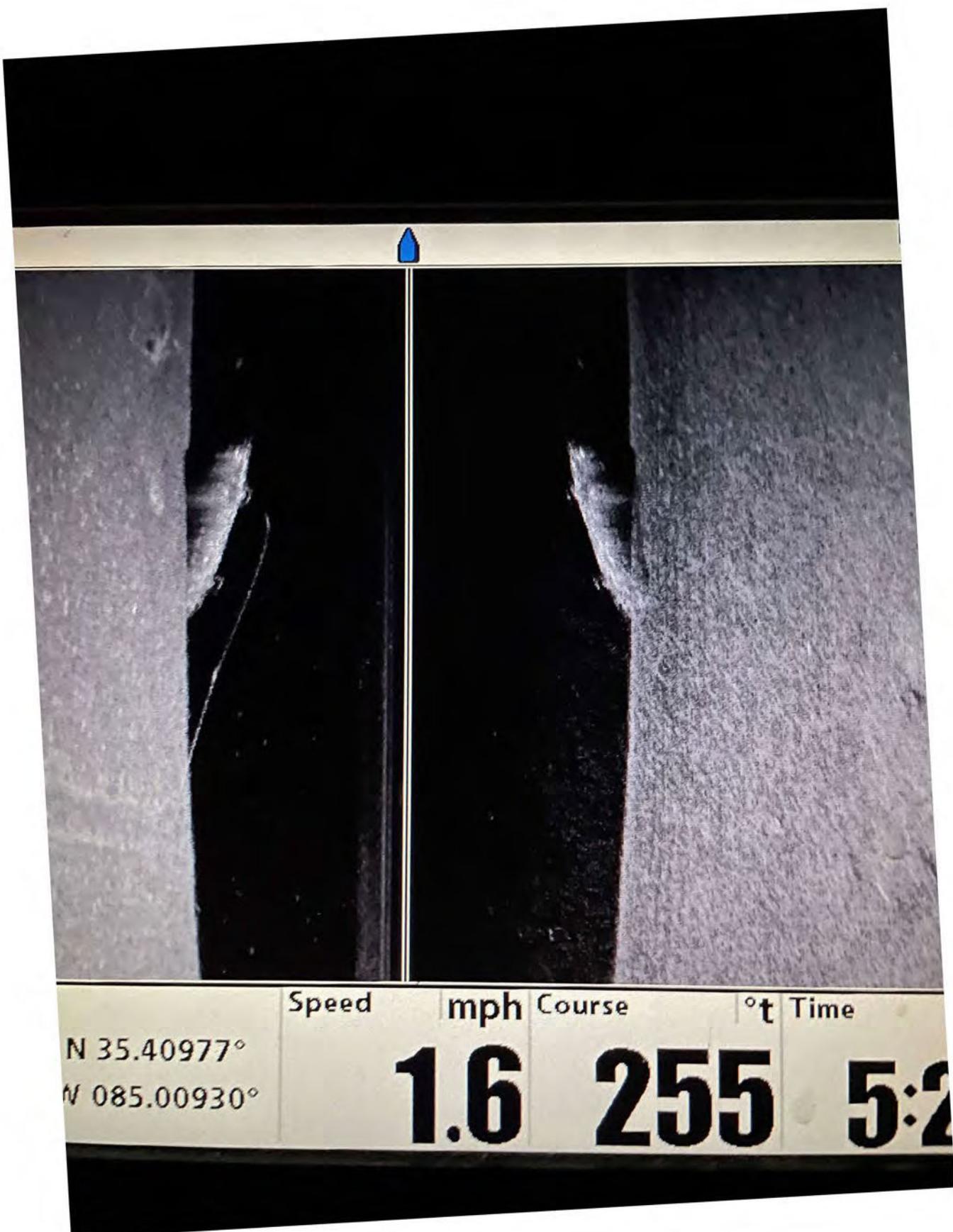
Check if media may contain graphic images.

Check if media is from the State Medical Examiner's Office. This media is not the property of THP. Therefore, the media is not published with this case file.

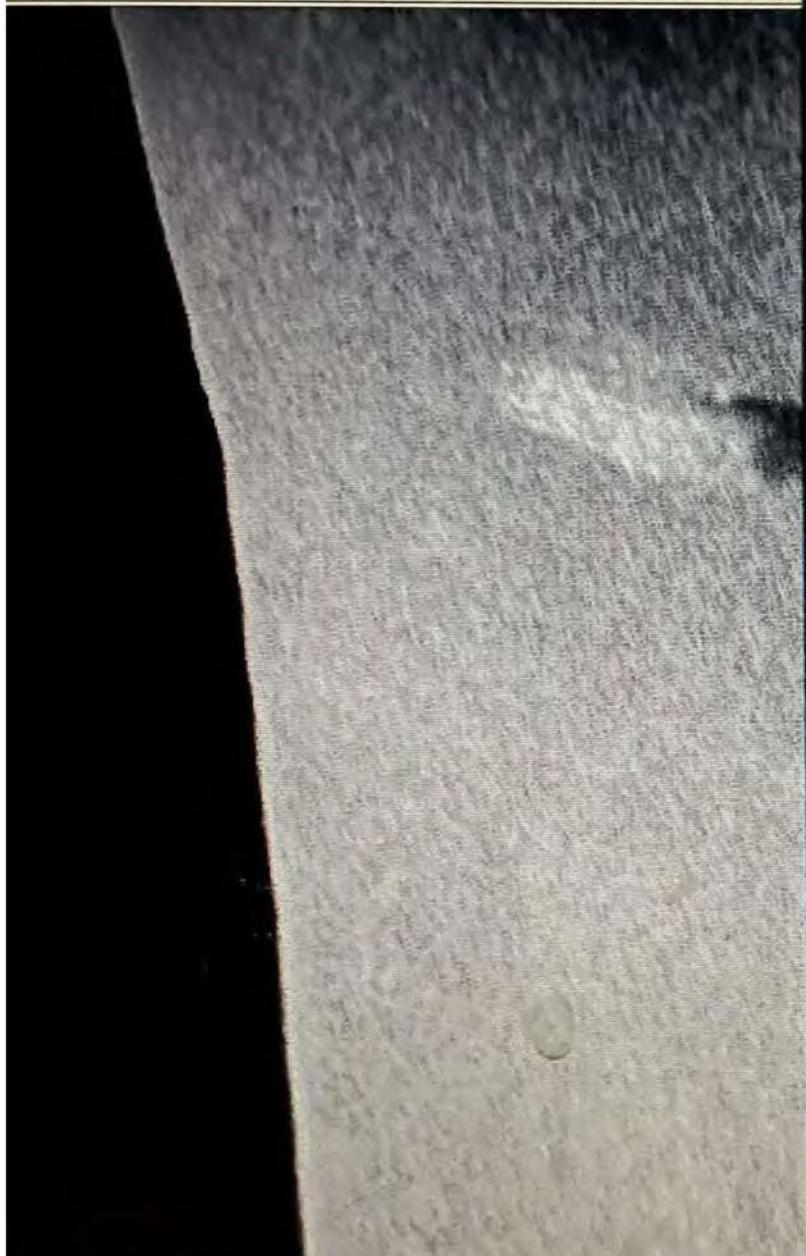
#### Notes:

These are screen images taken by the ROV underwater vehicle during the recovery of Deputy Leonard's patrol vehicle from the river. These were provided by TWRA Officer David Holt.





Right 58



urse

°t Time

AM





Left

0th

ft

17 9

N 35.40985°

Speed

mph



DIRECTION  
224 deg(T)

35.40983°N  
085.00927°W

ACCURACY 5 m  
DATUM WGS84



2024-02-15  
11:09:13-05:00



# DEPARTMENT of SAFETY and HOMELAND SECURITY

## TENNESSEE HIGHWAY PATROL

### Photography and Video Log Sheet

Case Number: 2024-0000417 Date: 02/20/2024 Time: 8:25 am  
Location Photographs Made: Ames Wrecker Service Decatur, TN  
Case Investigator: Sergeant John McFarland  
Photographer: \_\_\_\_\_  Case Investigator

#### Camera Type

##### Photographs

Memory Stick  Cellular Phone  
 Disk  Other (See Notes)

Number of Images: 42

##### Video

Memory Stick  Cellular Phone  
 Disk  Other (See Notes)

Original Media Stored At:  District HQ  CIRT Office  Other (See Notes)

Check if media will be delivered with completed case file.

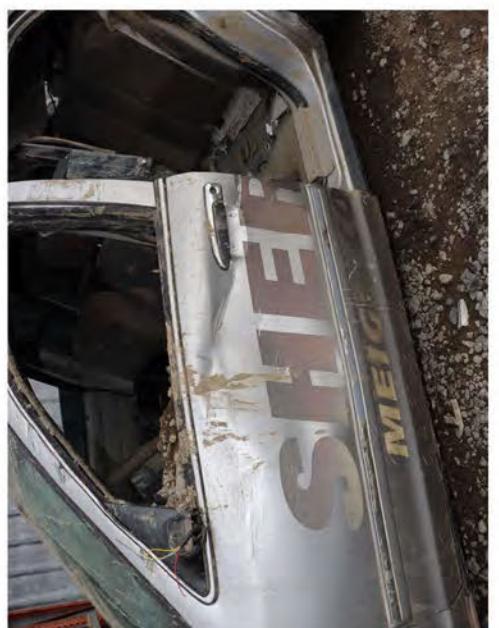
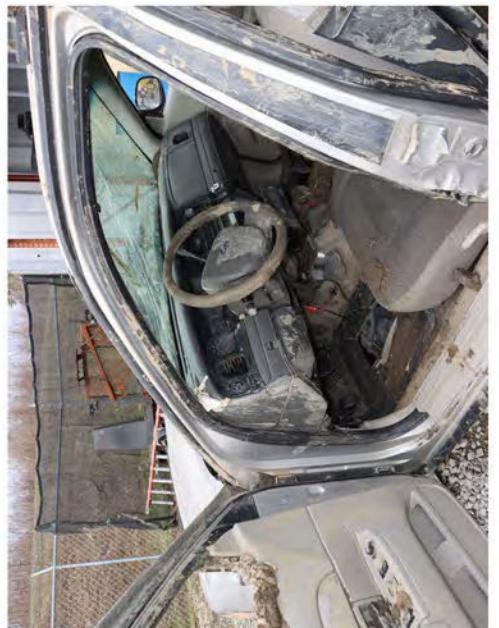
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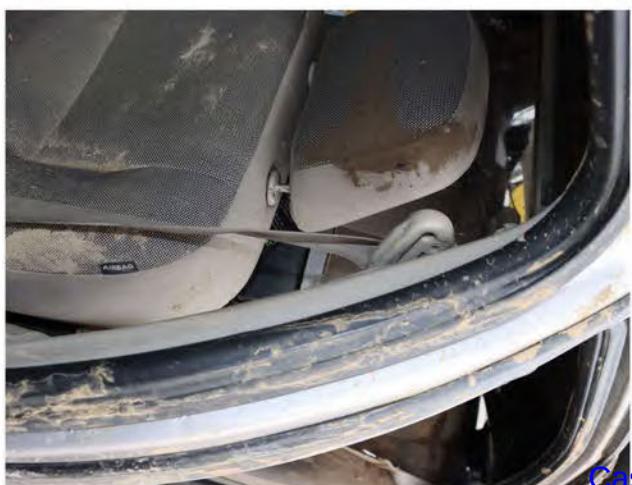
Check if media is from the State Medical Examiner's Office. This media is not the property of THP. Therefore, the media is not published with this case file.

#### Notes:

Crown Victoria Police Interceptor photos.













# DEPARTMENT of SAFETY and HOMELAND SECURITY

## TENNESSEE HIGHWAY PATROL

### Photography and Video Log Sheet

Case Number: 2024-0000417 Date: 02/22/2024 Time: 6:49 am

Location Photographs Made: Blythe Ferry Lane (Blythe Ferry Boat Ramp)

Case Investigator: Sergeant John McFarland

Photographer: \_\_\_\_\_  Case Investigator

#### Camera Type

##### Photographs

Memory Stick  Cellular Phone  
 Disk  Other (See Notes)

Number of Images: 109

##### Video

Memory Stick  Cellular Phone  
 Disk  Other (See Notes)

Original Media Stored At:  District HQ  CIRT Office  Other (See Notes)

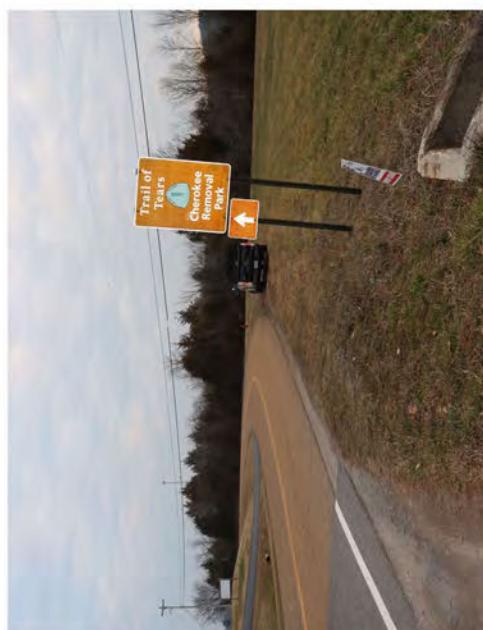
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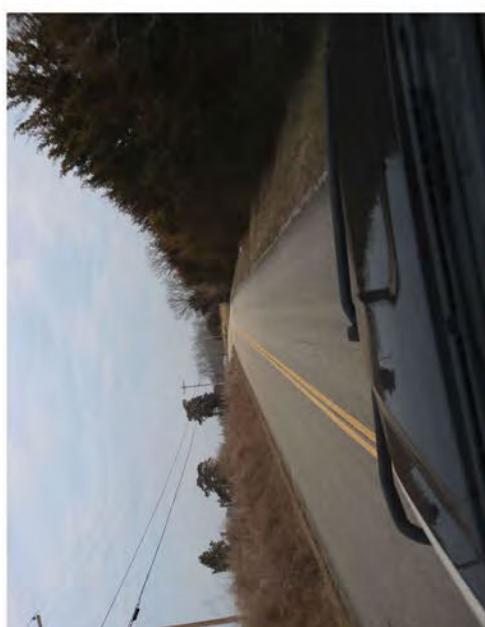
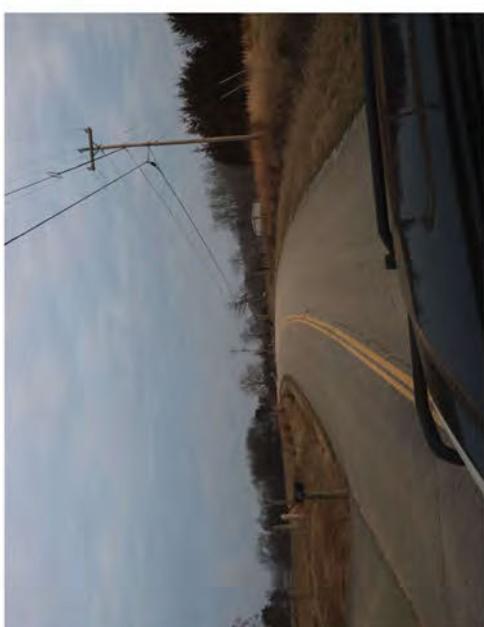
Check if media may contain graphic images.

Check if media is from the State Medical Examiner's Office. This media is not the property of THP. Therefore, the media is not published with this case file.

#### Notes:

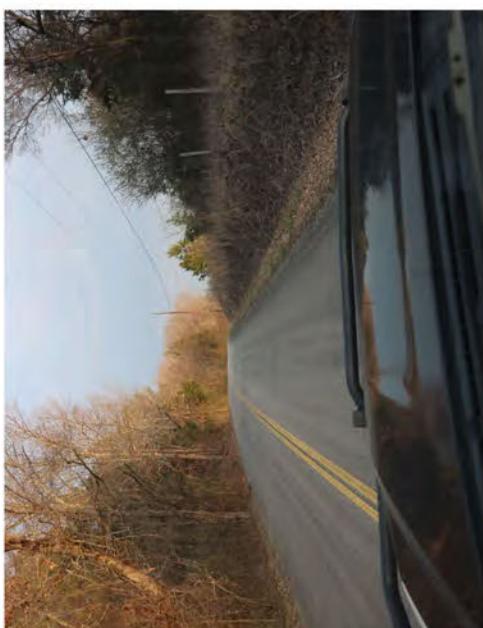
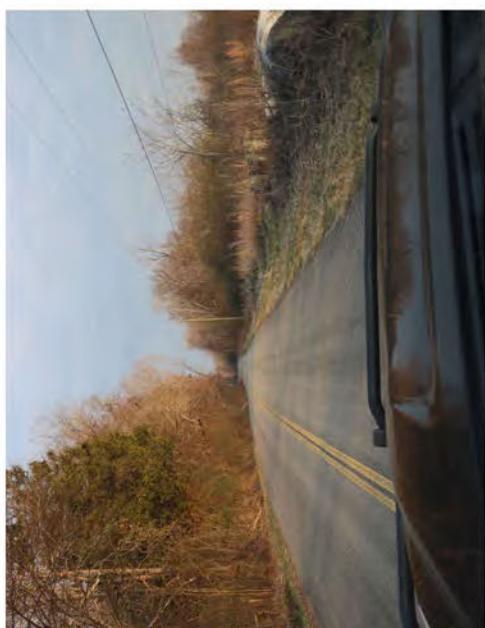
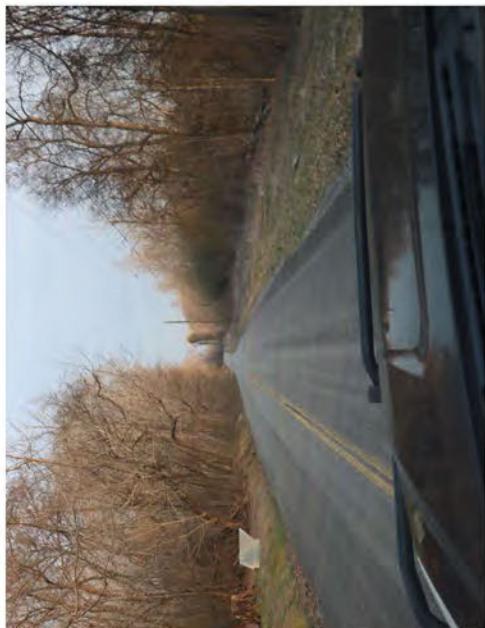
Site photos. The photos also include from the Highway 60 and Shadden Road intersection to the Blythe Ferry Road boat ramp.

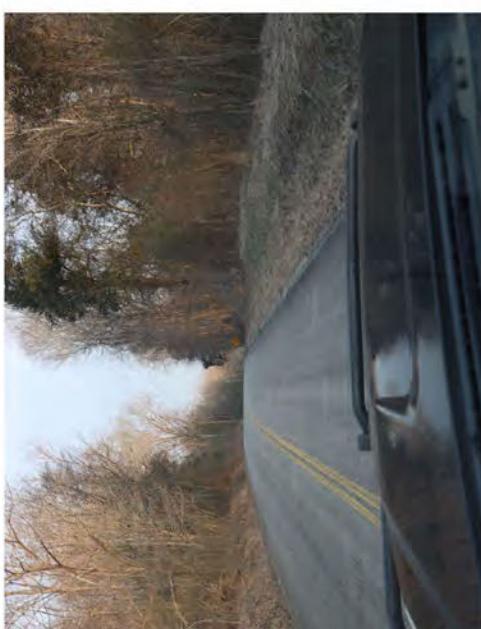










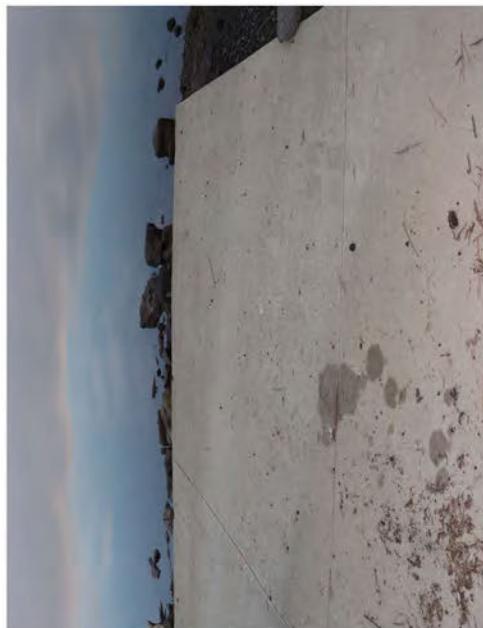


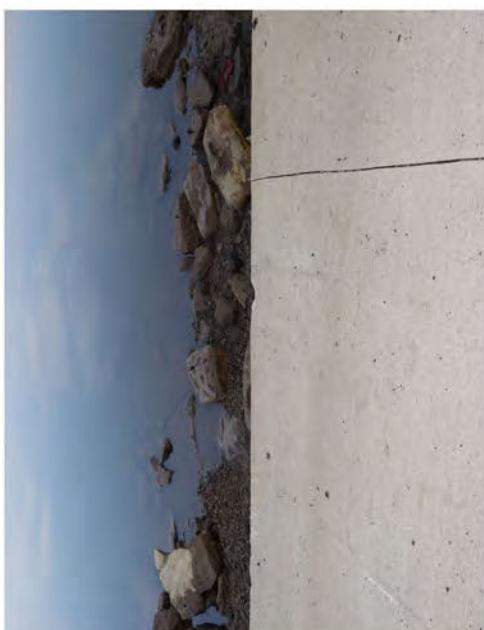
















# DEPARTMENT of SAFETY and HOMELAND SECURITY

## TENNESSEE HIGHWAY PATROL

### Photography and Video Log Sheet

Case Number: 2024-0000417 Date: 04/18/2024 Time: 6:38 am

Location Photographs Made: Tennessee Highway Patrol Chattanooga Headquarters

Case Investigator: Sergeant John McFarland

Photographer: \_\_\_\_\_  *Case Investigator*

#### Camera Type

##### Photographs

Memory Stick  Cellular Phone  
 Disk  Other (See Notes)

Number of Images: 58

##### Video

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 Disk  Other (See Notes)

Original Media Stored At:  District HQ  CIRT Office  Other (See Notes)

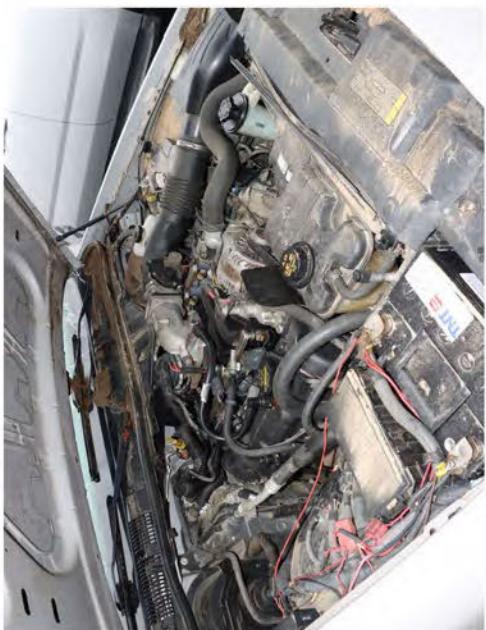
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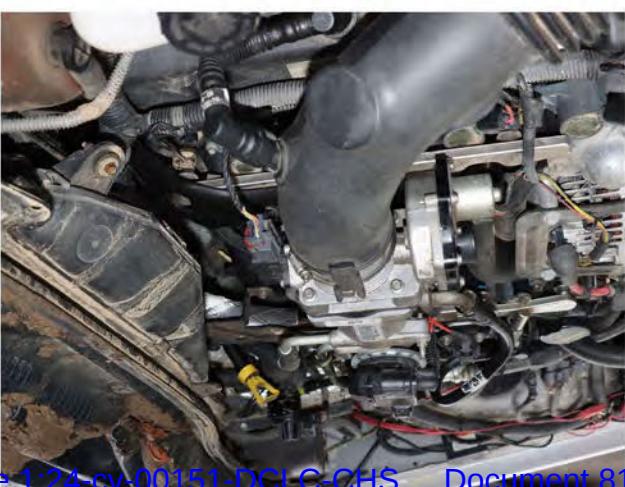
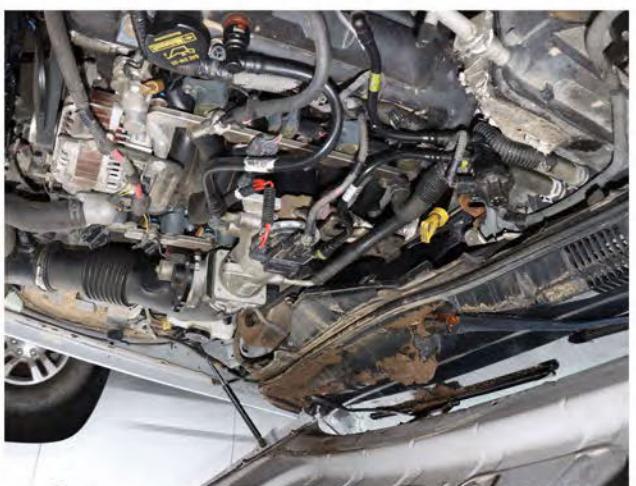
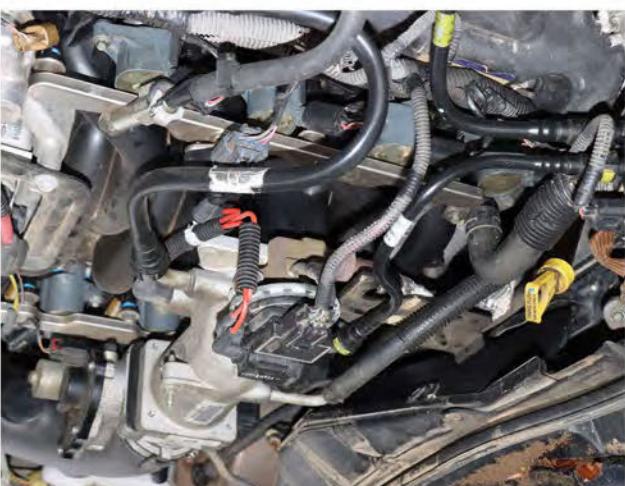
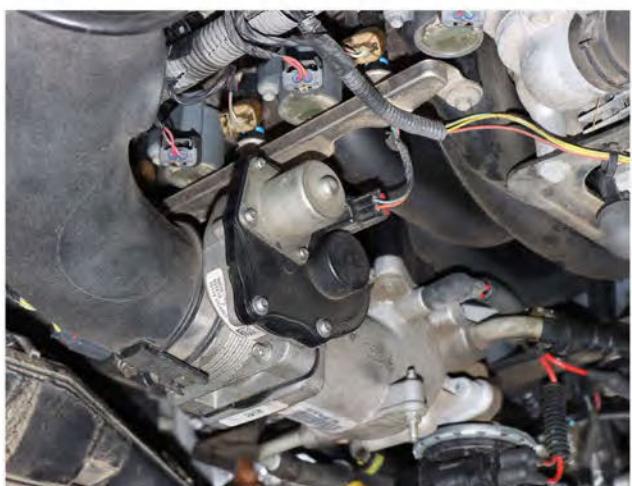
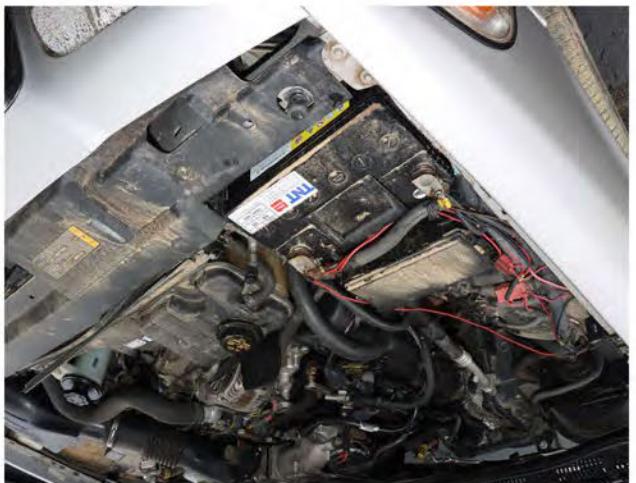
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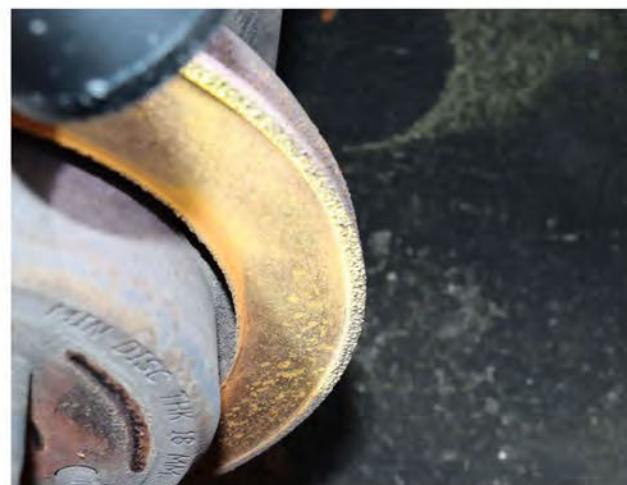
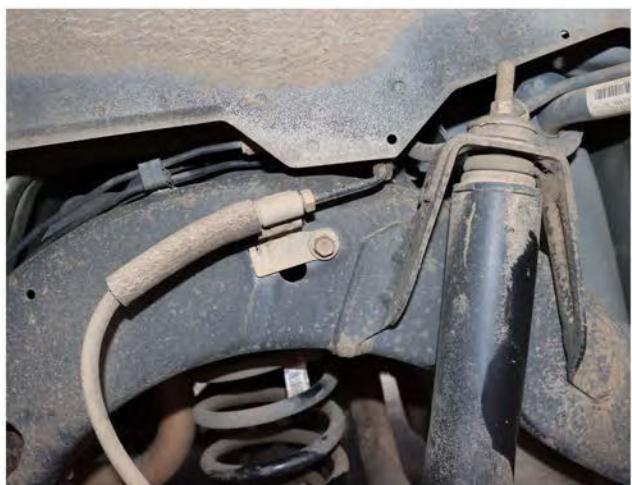
Check if media is from the State Medical Examiner's Office. This media is not the property of THP. Therefore, the media is not published with this case file.

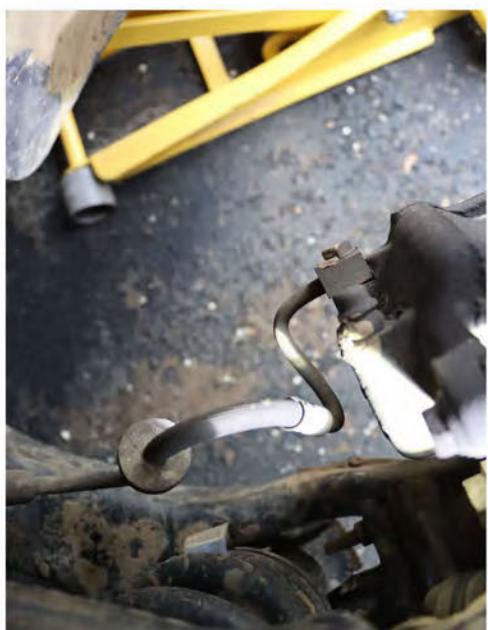
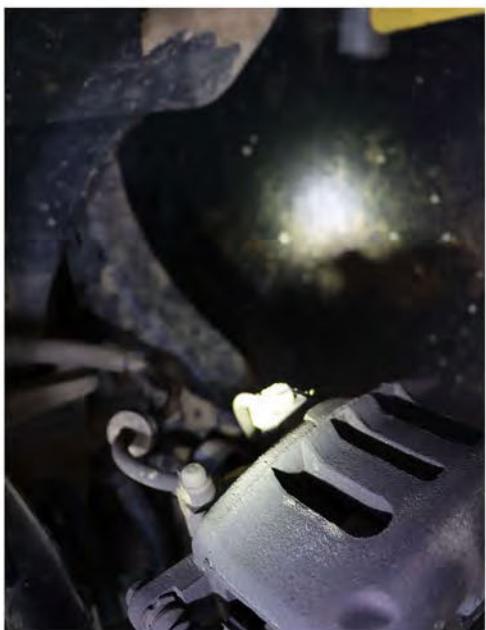
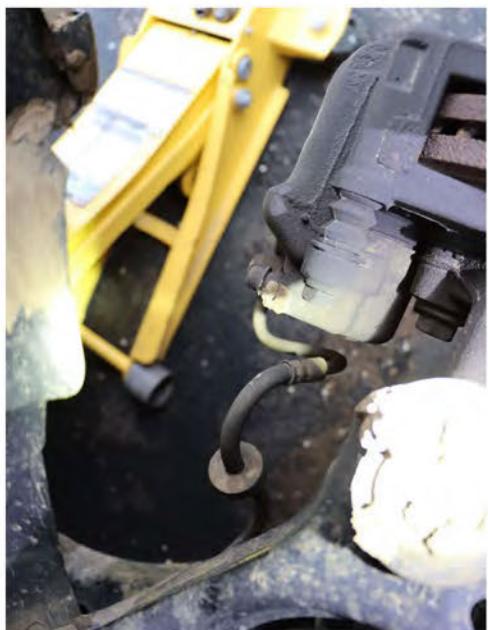
#### Notes:

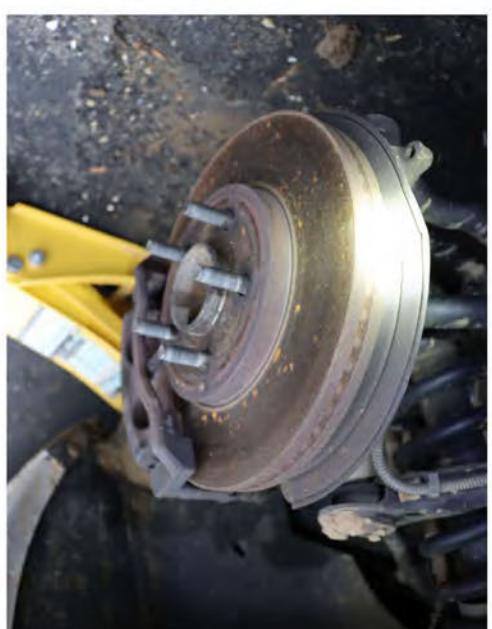
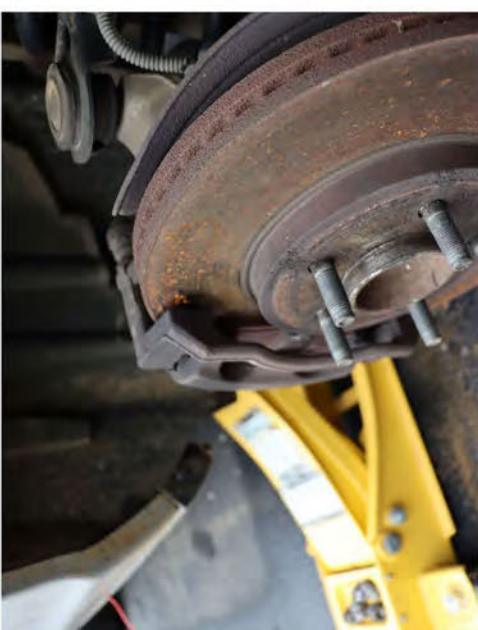
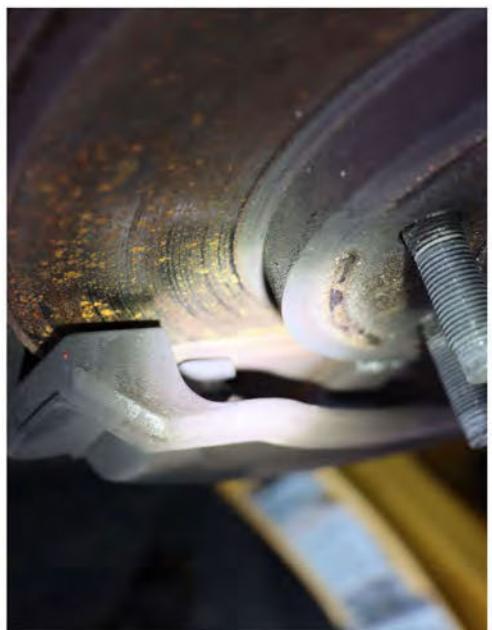
Crown Victoria Police Interceptor photos of the foundation braking components.

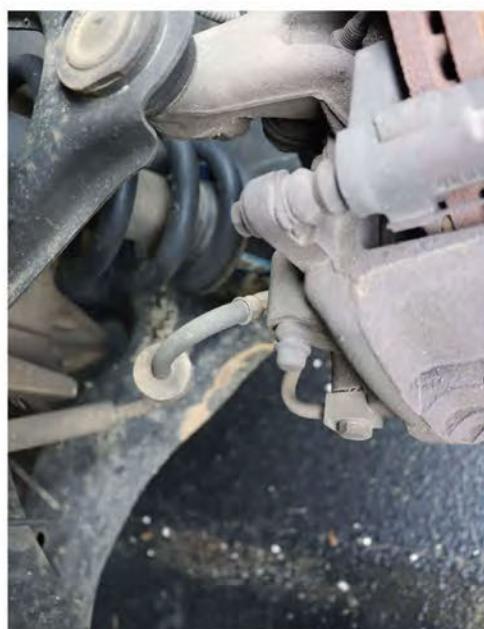
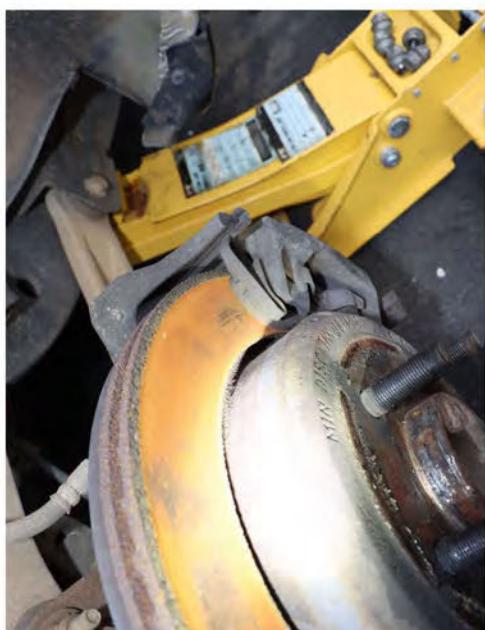


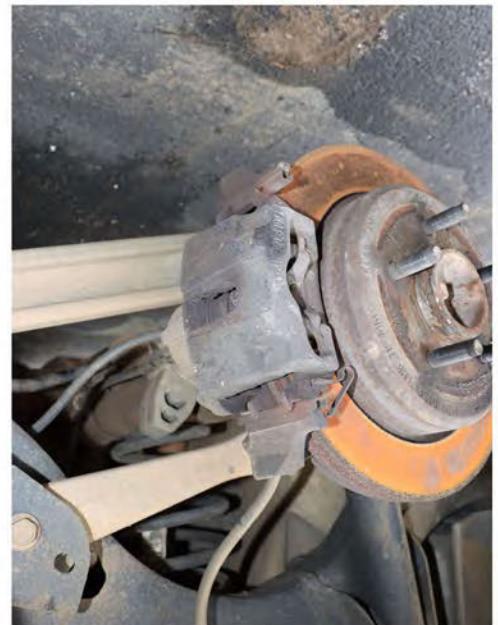














# DEPARTMENT of SAFETY and HOMELAND SECURITY

## TENNESSEE HIGHWAY PATROL

### Photography and Video Log Sheet

Case Number: 2024-0000417 Date: 04/25/2024 Time: 9:28 am

Location Photographs Made: Blythe Ferry Lane (Blythe Ferry Boat Ramp)

Case Investigator: Sergeant John McFarland

Photographer: \_\_\_\_\_  Case Investigator

#### Camera Type

##### Photographs

Memory Stick  Cellular Phone  
 Disk  Other (See Notes)

Number of Images: 40

##### Video

Memory Stick  Cellular Phone  
 Disk  Other (See Notes)

Original Media Stored At:  District HQ  CIRT Office  Other (See Notes)

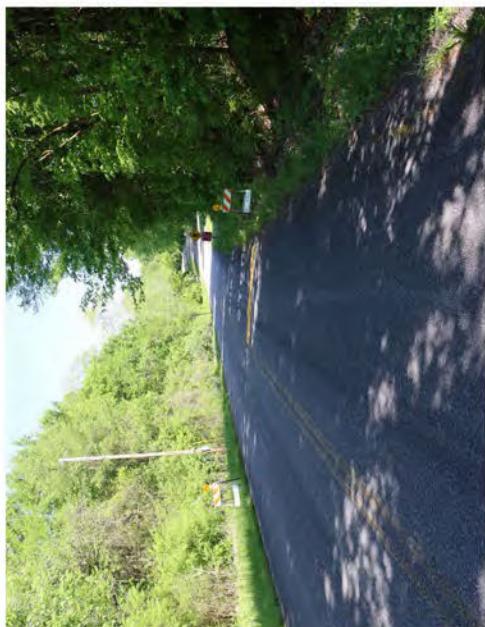
Check if media will be delivered with completed case file.

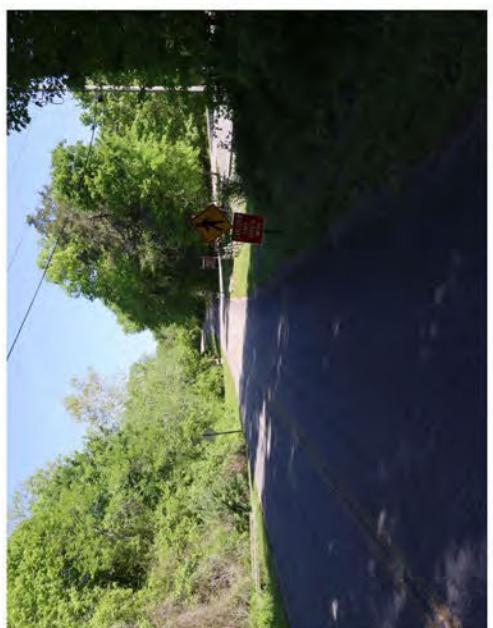
Check if media may contain graphic images.

Check if media is from the State Medical Examiner's Office. This media is not the property of THP. Therefore, the media is not published with this case file.

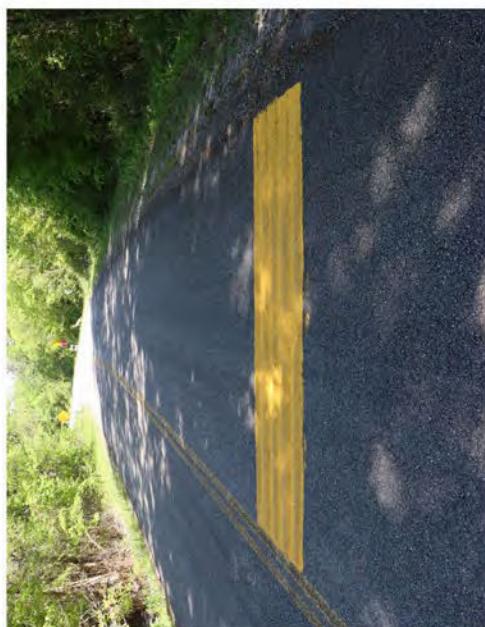
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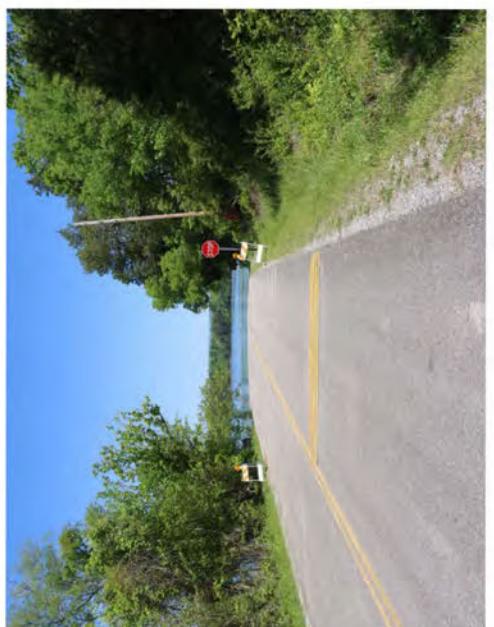
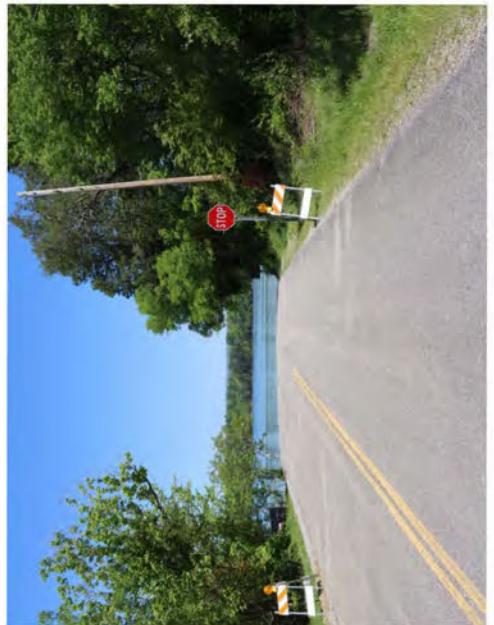
These photos depict new signage erected on Blythe Ferry Road leading up to the boat ramp.













**DEPARTMENT of SAFETY and HOMELAND SECURITY  
TENNESSEE HIGHWAY PATROL**

## *Photography and Video Log Sheet*

**Case Number:** 2024-0000417 **Date:** 02/28/2024 **Time:** \_\_\_\_\_  
**Location Photographs Made:** Google Earth  
**Case Investigator:** Sergeant John McFarland  
**Photographer:** \_\_\_\_\_  **Case Investigator**

## Camera Type

<p><b>Photographs</b></p> <p><input checked="" type="checkbox"/> Memory Stick      <input type="checkbox"/> Cellular Phone</p> <p><input type="checkbox"/> Disk      <input type="checkbox"/> Other (See Notes)</p> <p>Number of Images: <u>3</u></p>	<p><b>Video</b></p> <p><input type="checkbox"/> Memory Stick      <input type="checkbox"/> Cellular Phone</p> <p><input type="checkbox"/> Disk      <input type="checkbox"/> Other (See Notes)</p>
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**Original Media Stored At:**  District HQ  CIRT Office  Other (See Notes)

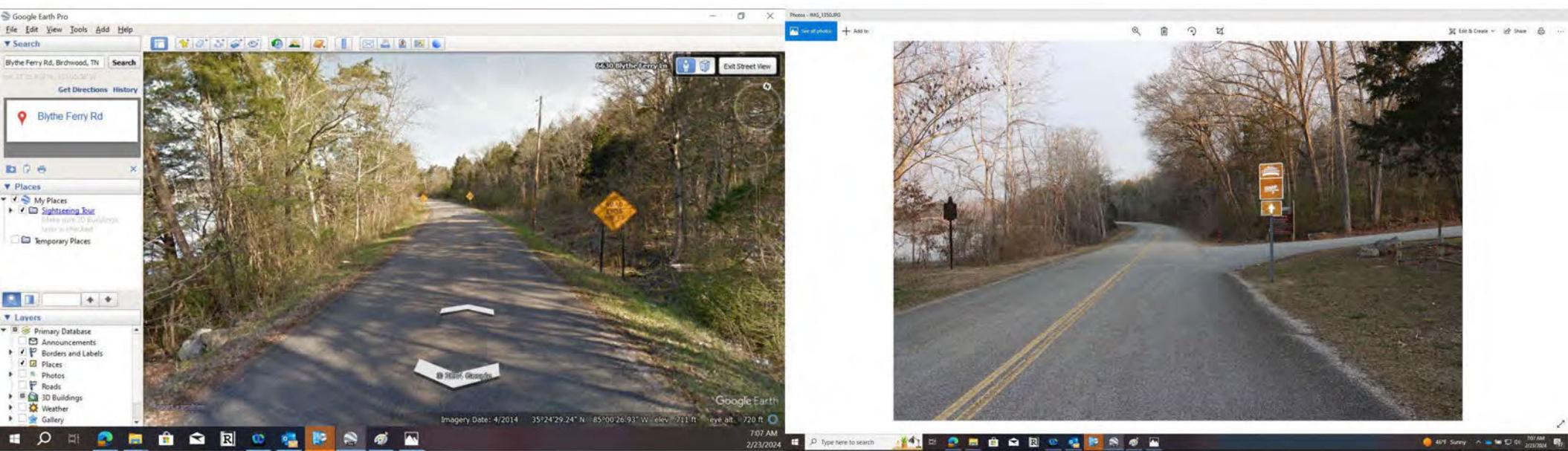
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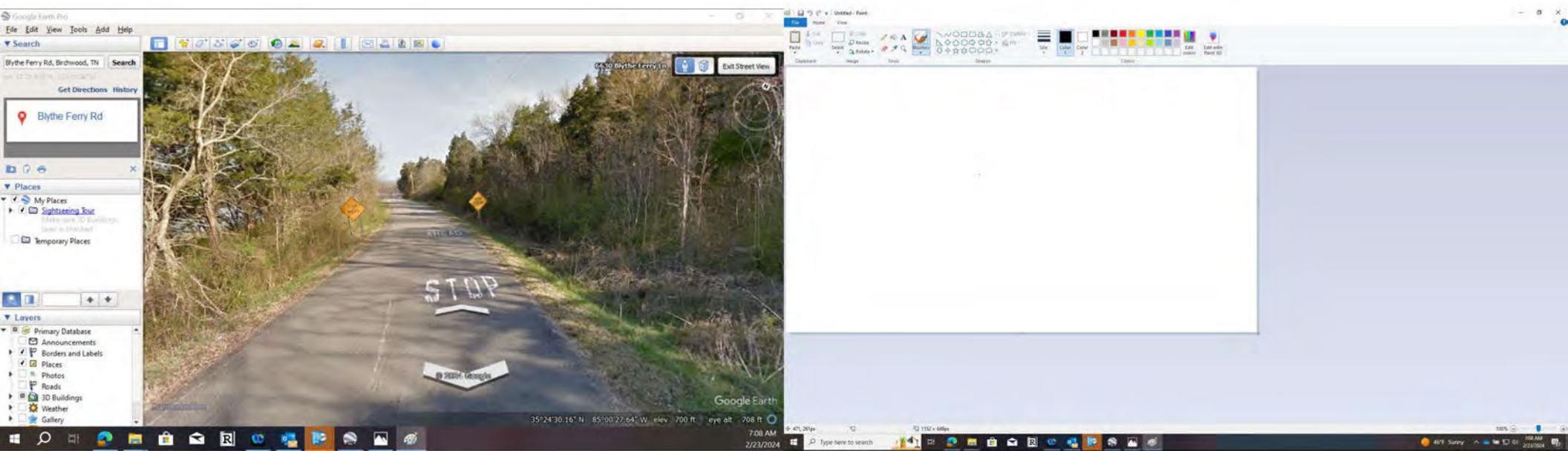
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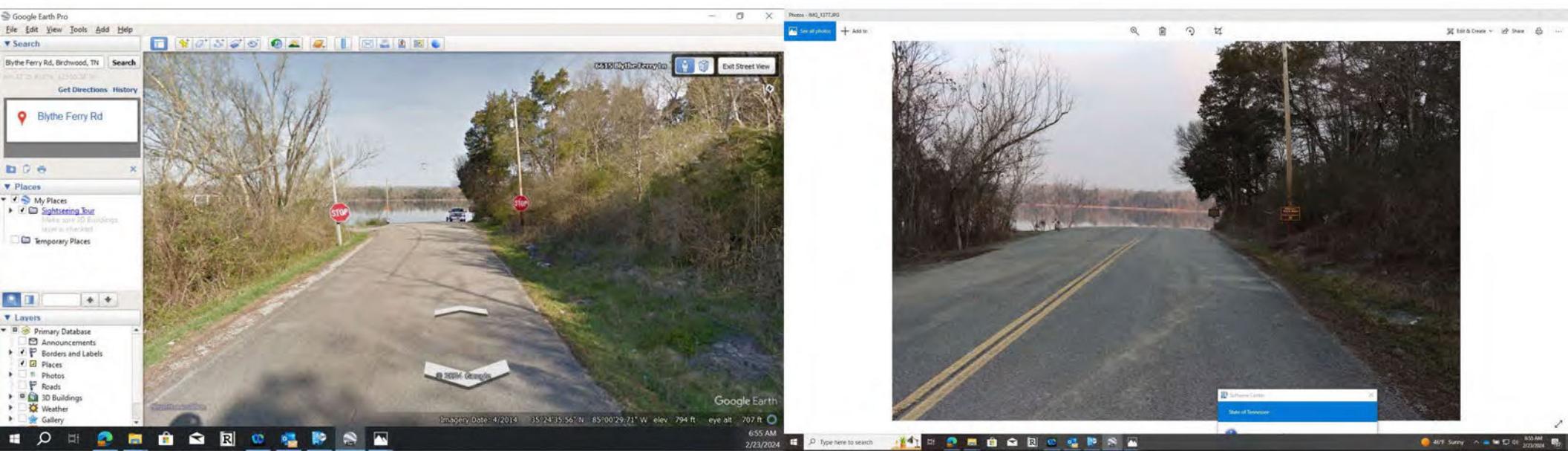
Check if media is from the State Medical Examiner's Office. This media is not the property of THP. Therefore, the media is not published with this case file.

## Notes:

These are side by side image comparisons of Blythe Ferry Lane leading up to the boat ramp from 2014 Google Earth images and site photographs taken on 02/22/24. The time of day these were created is unknown.







# **SECTION FOUR:**

## **INVOLVED PARTIES/VEHICLES**





I HEREBY CERTIFY THIS TO BE A TRUE  
AND CORRECT COPY OF THE RECORD  
ON FILE WITH THIS DEPARTMENT.

*Tiffanie Morgan*  
TIFFANIE MORGAN  
FINANCIAL RESPONSIBILITY

LEONARD, ROBERT JOHN JR  
252 RIDGE RD  
DECATUR, TN 373227048

Current Date: 02/27/2024  
ID Name:  
Control No.: L1698959952

### For Government Use Only

Dr Lic No: [REDACTED] Birth Date: [REDACTED] 1988 Lic Class: D\*\*\* Endrse:

Issue Date: 04/20/2022 Expiration Date: 04/20/2030

Eyes: Brown Hair: Brown Sex: Male Race: White Height: 5' 07" Weight: 150

Non-CDL Status: CDL Status: Deceased

Non-CDL Eligibility Date: N/A CDL Eligibility Date: N/A

Requested Information: N/A

Restrictions:

Contains entire record.

Former State/Lic No: NY / [REDACTED]

Event Date	Action Date	Action Code	Location	Date Received	Speed MPH/Zone	Case Number	Document Cntrl Number
02/14/2024	02/14/2024	ACC	Meigs County	02/17/2024	0/0		00400056085
		FATAL ACCIDENT RESULTING IN OWN DEATH CRASH REPORT #:	400056085				
04/20/2022	XIN		McMinn Driver Service Center	04/20/2022	0/0		1496488040
			TRANSFERRED LICENSE TO TENNESSEE FROM NEW YORK ON 4/20/2022				

Tennessee State Law Requires the Department of Safety to Record all Reportable Motor Vehicle Accidents. Accident Involvement Indicated on this Report Does Not Necessarily Mean the Individual was at Fault or Given a Citation.



# REGIONAL FORENSIC CENTER

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## KNOX COUNTY

2761 Sullins Street, Knoxville, TN 37919 • Phone: 865-215-8000 • Fax: 865-215-8001

### Final Autopsy Report

---

Patient: **LEONARD, ROBERT J**

Accession #: **240216-58**

DOB/Gender: [REDACTED] 1988 (Age 35) M

Client: Meigs County

Authorized by: Shane Roberts, MD

Date of Death: 02/15/2024 20:37

Relationship to Patient: Meigs County Medical Examiner

Date of Autopsy: 02/16/2024 09:15

Restrictions: None

Reported: 03/05/2024

Persons Attending Autopsy:

#### Narrative

This 35-year-old man, Robert J. Leonard, died of drowning. The manner of death is accident.

By report, Mr. Leonard and Ms. Tabitha Smith (MDILog# 240215-842) both drowned after his patrol vehicle ended up in the Tennessee River.

An autopsy revealed no significant/immediately lethal natural disease or significant injuries (other than drowning) to explain death. Postmortem femoral blood was sent for toxicologic analysis and is noncontributory. See separate toxicology report by NMS Labs.

A handwritten signature in black ink, appearing to read "Christopher Lochmuller".

---

Christopher Lochmuller, MD

Board Certified Forensic Pathologist

Deputy Chief Medical Examiner for Knox and Anderson Counties

## Final Anatomic Diagnosis

- I. Drowning
  - A. Wet, heavy lungs (1040 grams, 900 grams)
  - B. Postmortem toxicology is noncontributory
    1. See separate toxicology report by NMS Labs
  - C. No significant physical injuries (other than drowning) were seen to explain death
  - D. No significant/immediately lethal natural disease was seen

## Gross Description

### **EXTERNAL EXAMINATION**

The body is that of a well-developed, well-nourished, adult, white male who weighs 150 pounds, is 67 inches in length, and appears compatible with the stated age of 35 years. There is a morgue identification band and a transportation identification band secured around the right leg.

The body is received clad in a long sleeve shirt, a short sleeve shirt, a pair of pants, a belt, a pair of underwear, a pair of socks, a vest, and a pair of boots. Additional personal items that accompanied the body are listed on the property/evidence log.

The body is cold (refrigerated). Rigor mortis is fully fixed. Fixed, purple-red livor mortis extends over the both the anterior and the posterior surfaces of the body, except in areas exposed to pressure. The scalp hair is brown, straight, and very short. The corneas are translucent. The irises are brown. The pupils are round. The conjunctivae are severely congested and the sclerae are white. No petechial hemorrhages are seen on the conjunctivae or face. The nose, ears, and lips are normally developed. The face has brown stubble. The teeth are natural and in adequate condition. The neck is unremarkable. The thorax is well developed and symmetrical. The abdomen is flat. The spine is normally formed and the surface of the back is free of lesions. The anus is free of lesions. The external genitalia are those of a normal, adult male without trauma. The upper and lower extremities are well developed and symmetrical, without the absence of any digits.

### **IDENTIFYING MARKS, SCARS, AND TATTOOS:**

- The upper back and the left side of the torso each have a tattoo.
- The extremities have several, scattered tattoos.

### **EVIDENCE OF THERAPEUTIC INTERVENTION:** None readily apparent.

### **EVIDENCE OF INJURY:**

**DESCRIPTION OF DROWNING:** Adult male recovered from Tennessee River. The lungs are heavy and wet. Postmortem toxicology is noncontributory. No other significant physical injuries were seen. No significant/immediately lethal natural disease was seen to explain death.

### **INTERNAL EXAMINATION**

**BODY CAVITIES:** There are no adhesions or abnormal collections of fluid in any of the body cavities. All of the body organs are in a normal (anatomic) position. The serous surfaces are smooth and glistening.

**CENTRAL NERVOUS SYSTEM:** The brain weighs 1700 grams. The dura mater and falx cerebri are intact and not adherent to the brain. The leptomeninges are thin and transparent. There is no epidural, subdural, or subarachnoid hemorrhage. The cerebral hemispheres are symmetrical and congested. The structures at the base of the brain, including cranial nerves and blood vessels, are free of abnormality. Sections through the cerebral hemispheres reveal no lesions within the cortex, subcortical white matter, or deep parenchyma of either hemisphere. The cerebral ventricles are of normal caliber. Sections through the brainstem and cerebellum reveal no lesions.

**NECK:** Examination of the soft tissues of the neck, including the strap muscles and large vessels, reveals no abnormalities. The hyoid bone and larynx are intact. The tongue is normal.

**CARDIOVASCULAR SYSTEM:** The heart weighs 300 grams. The pericardial sac is free of significant fluid or adhesions. The pericardial surfaces are smooth and glistening. The coronary arteries arise normally and follow the distribution of a right dominant pattern without significant atherosclerosis.

The atria and ventricles are not dilated. The valves are normally formed, thin, pliable, and free of vegetations and degenerative changes. The myocardium is dark red-brown, firm, and free of focal or regional fibrosis, erythema, hemorrhage, pallor, or softening. The atrial and ventricular septa are intact and the septa and free walls are free of muscular bulges.

The aorta and its major branches arise normally and follow the usual course with diffuse, moderate aortic atherosclerosis. The ostia of the major aortic vascular branches are patent. The venae cavae and its major tributaries are patent and return to the heart in the usual distribution and are unremarkable.

**RESPIRATORY SYSTEM:** The right and left lungs weigh 1040 grams and 900 grams, respectively. The upper and lower airways are unobstructed and the mucosal surfaces are smooth and yellow-tan. The pleural surfaces are smooth and glistening. The pulmonary parenchyma is purple-red and the cut surfaces exude a marked amount of frothy fluid. The pulmonary arteries are normally developed and without thromboemboli and atherosclerosis. There is no saddle embolus on the in situ examination of the pulmonary trunk.

**HEPATOBILIARY SYSTEM:** The liver weighs 1720 grams. The hepatic capsule is smooth, glistening, and intact, covering brown parenchyma. The cut surfaces are unremarkable. The gallbladder contains 3 mL of bile and no stones. The gallbladder mucosa is unremarkable. The extrahepatic biliary tree is patent.

**ALIMENTARY TRACT:** The esophagus is lined by grey-white, smooth mucosa. The serosa of the stomach is smooth and glistening. The gastric lumen contains 380 mL of tan fluid mixed with partially digested food fragments. The gastric mucosa is tan, glistening, and partially autolyzed. The serosa of the small bowel and colon is smooth and glistening. The small bowel contains enteric fluid and partially digested food fragments and the colon contains semi-formed stool. The mucosa of the small bowel and colon is tan and glistening with no lesions. The appendix is present. The pancreas has a normal, tan and lobulated appearance.

**RETICULOENDOTHELIAL SYSTEM:** The spleen weighs 220 grams and has a smooth, intact capsule covering red-purple, moderately firm parenchyma. The splenic white pulp is inconspicuous. The rib bone marrow is red-purple.

**GENITOURINARY TRACT:** The right and left kidneys weigh 130 grams each. The renal capsules are smooth, thin, semitransparent, and strip with ease from the underlying smooth, red-brown, firm, cortical surfaces. The cortices are of normal thickness and delineated from the medullary pyramids. The calyces, pelvis, and ureters are non-dilated and free of stones. The urinary bladder contains 40 mL of urine. The

bladder mucosa is grey-tan and smooth. The prostate is not enlarged. The bilaterally descended testes are of normal size and consistency. The cut surfaces of the testes are unremarkable.

**ENDOCRINE SYSTEM:** The pituitary gland is not enlarged. The thyroid gland is of normal position, size, color, and texture. The adrenal glands have a normal shape with a grey medulla and a yellow cortex.

**MUSCULOSKELETAL SYSTEM:** The bony framework, supporting musculature, and soft tissues are not unusual. The cervical spinal column is stable on internal palpation.

**ADDITIONAL STUDIES:**

- Full-body (FOBOS) radiographs.
- Fingernail clippings.
- Dipstick analysis of the vitreous fluid was negative for elevated glucose and for the presence of ketones.
- Aspiration of sphenoid sinus (0 mL of fluid).



**Detailed Findings:**

Analysis and Comments	Result	Units	Rpt. Limit	Specimen Source	Analysis By
Caffeine	Presump Pos	mcg/mL	0.20	001 - Femoral Blood	LC/TOF-MS
	This test is an unconfirmed screen. Confirmation by a more definitive technique such as GC/MS is recommended.				
Cotinine	Presump Pos	ng/mL	200	001 - Femoral Blood	LC/TOF-MS
	This test is an unconfirmed screen. Confirmation by a more definitive technique such as GC/MS is recommended.				

**Other than the above findings, examination of the specimen(s) submitted did not reveal any positive findings of toxicological significance by procedures outlined in the accompanying Analysis Summary.**

**Sample Comments:**

001 Physician/Pathologist Name: Chris Lochmuller

Unless alternate arrangements are made by you, the remainder of the submitted specimens will be discarded one (1) year from the date of this report; and generated data will be discarded five (5) years from the date the analyses were performed.

Workorder 24070228 was electronically signed on 02/27/2024 07:11 by:



Justin O. Brower, Ph.D., F-ABFT  
Forensic Toxicologist

**Analysis Summary and Reporting Limits:**

All of the following tests were performed for this case. For each test, the compounds listed were included in the scope. The Reporting Limit listed for each compound represents the lowest concentration of the compound that will be reported as being positive. If the compound is listed as None Detected, it is not present above the Reporting Limit. Please refer to the Positive Findings section of the report for those compounds that were identified as being present.

Test 8052B - Postmortem, Expanded, Blood (Forensic) - Femoral Blood

-Analysis by Enzyme-Linked Immunosorbent Assay (ELISA) for:

Analyte	Rpt. Limit	Analyte	Rpt. Limit
Barbiturates	0.040 mcg/mL	Gabapentin	5.0 mcg/mL
Cannabinoids	10 ng/mL	Salicylates	120 mcg/mL

-Analysis by Headspace Gas Chromatography (GC) for:

Analyte	Rpt. Limit	Analyte	Rpt. Limit
Acetone	5.0 mg/dL	Isopropanol	5.0 mg/dL
Ethanol	10 mg/dL	Methanol	10 mg/dL

-Analysis by High Performance Liquid Chromatography/Time of Flight-Mass Spectrometry (LC/TOF-MS) for: The following is a general list of analyte classes included in this screen. The detection of any specific analyte is concentration-dependent. Note, not all known analytes in each specified analyte class are included. Some specific analytes outside of these classes are also included. For a detailed list of all analytes and reporting limits, please contact NMS Labs. Amphetamines, Anticonvulsants, Antidepressants, Antihistamines, Antipsychotics, Benzodiazepines, CNS Stimulants, Cocaine and Metabolites, Hallucinogens, Hypnotosedatives, Muscle Relaxants, Non-Steroidal Anti-Inflammatory Agents, Opiates and Opioids.



## KNOX COUNTY REGIONAL FORENSIC CENTER

2761 SULLINS STREET, KNOXVILLE, TN 37919

FAX: 865-215-8001

EMAIL: INV.KNOXRFC@KNOXCOUNTY.ORG

### Demographic Information

Case number: 240216-58

Death County: Meigs

Last name: Leonard

First name: Robert

Middle name: J

Race: White

Sex: Male

Age: 35 years

Date of birth: 1988

Address 1: [REDACTED]

Address 2: [REDACTED]

City: Decatur

State: Tennessee

County: Meigs

Zip: 37322

### Background Information

Investigator notified: 2024-02-15 20:25

Notified by: Dr. Shane Roberts

Facility: East TN RFC (Knoxville)

Authorized by: Laura Leonard

ETA at Facility/FH:

Scene investigated ME: No

Scene investigated by LE: Yes

Officer:

Agency: Tennessee Bureau of Investigation

Incident #:

Date LKA: 02/14/2024

Time LKA: Approx. 22:03

Found dead:

911 call received: 2024-02-14 22:03

Date of death: 02/15/2024 On

Time of death: 20:37

Pronounced: 02/15/2024 20:37

Scene arrival:

Scene departure:

### Next of Kin

Name: Leonard, Christa

Relationship: Spouse

### Cause and Manner of Death

Reason for reporting: Accidental death

Disposition: Sent to Autopsy Facility

Suspected COD: Drowning

I hereby declare that after receiving notice of death described herein, I conducted an investigation regarding the cause of death in accordance with Section 38-7-109 Tennessee Code Annotated and that the information contained herein regarding such death is true and correct to the best of my knowledge and belief.

Authorization: ME/C ordered

DC signed by: Office of ME/C

RFC MDI: Laura Leonard

DC signer: Chris Lochmuller

In accordance with Tennessee Code Annotated 38-7-106, the accompanying body of Leonard, Robert is the subject of an investigation by the medical examiner.

Authorizing Signature of Medical Examiner or Delegated Investigator:

## Narrative Summary of Circumstances Surrounding Death

On February 15, 2024, at 2025 hours the Knox County Regional Forensic Center (RFC) was contacted by Dr. Shane Roberts, Medical Examiner for Meigs County, who was calling to notify the RFC that he was sending Robert J. Leonard, D.O.B. [REDACTED] 1988, to the Regional Forensic Center for an autopsy to be performed by a Forensic Pathologist.

The following narrative is a summary of the information obtained by RFC Investigator Leonard speaking to Dr. Roberts and MDI K. Robson (see companion case #240215-842).

The decedent was an on-duty sheriff's deputy for the Meigs County Sheriff's Office. According to Dr. Roberts, the decedent responded to a 9-1-1 call on February 14 regarding an intoxicated female on the Tri-County Veteran's Bridge (Highway 60), which goes over the Tennessee River, west of the Blythe Ferry Boat Ramp (incident location). The decedent made contact with the female in companion case #240215-842 and arrested her, handcuffing her and placing her in the back of his patrol vehicle on February 14 at approximately 2151 hours. The decedent then proceeded to the Meigs County Jail located at 410 River Road, Decatur, TN. It is suspected that the decedent, unfamiliar with the area, made a wrong turn on Blythe Ferry Lane and drove north. Blythe Ferry Lane ends at Blythe Ferry Boat Ramp and into the Tennessee River. Per Dr. Roberts, the boat ramp was not blocked off and was not marked well to indicate that the road ended abruptly.

At 2203 hours on February 14, the decedent's radio keyed up but there was no verbal communication. Multiple attempts were made by dispatch to reach the decedent, with negative results. Using the decedent's patrol vehicle's last known location, a search was initiated. On February 15, 2024, at approximately 0200 hours, the decedent's patrol car was located in the Tennessee River using sonar by the Tennessee Wildlife Resources Agency in approximately 17-18 feet of water and approximately 250-300 feet from the boat ramp. The vehicle, per divers, was on its roof. The vehicle was towed onto land and the female from companion case #240215-842 was located in the back seat of the vehicle. The front driver's window was completely down, the front passenger window was down approximately 2/3 of the way, and the windshield was broken.

On February 15 at approximately 1400 hours, the decedent, a 35-year-old Caucasian male, was located approximately 6-8 feet closer to the river bank than the vehicle using sonar. Due to the extreme current of the river at the time, a dragging operation was used to bring the decedent to the surface.

Death was officially pronounced over the telephone by Dr. Roberts on February 15, 2024, at 2037 hours.

There was no reported trauma. The decedent was in uniform, with duty belt and bulletproof vest.

A Controlled Substance Monitoring Database report was generated and had negative results.

There was no known medical history for the decedent.

A dive report was requested from Lt. Josh Fillyaw with the Monroe County Dive Team. A copy of the THP report was requested from Sgt. J. Millsaps.

A request was made with the Tennessee Valley Authority for elevation, velocity, and maximum depth. Civil Engineer Miles Yaw, P.E., emailed the requested information to Inv. Leonard. The email was attached to the MDI Log by Manager Maples.

The decedent had recently graduated from Basic Law Enforcement training (December 2023) and had begun working with Meigs County Sheriff's Office in January 2024.

Due to the fact that the decedent died in the line of duty, the decedent was transported to the Regional Forensic Center for an autopsy by a forensic pathologist.

TBI, Tennessee Highway Patrol, and Meigs County Sheriff's Office investigators will not be attending autopsy. The decedent's uniform and equipment was released to the MCSO.

Some scene photographs of the vehicle (after removal) are attached to companion case #240215-842. There were no photographs taken of the decedent's recovery.

Dr. Roberts will fax the order for autopsy to the RFC.

No medical records were located with the University of Tennessee Medical Center, the East Tennessee Health Information Network, or Tennova.

Next-of-kin information was obtained from Dr. Roberts.

*The investigative information provided in the above report is subject to change as new information becomes available.*

RR.TN0000000

214:09 02/27/24 59269

314:09 02/27/24 07826 TNTHP03M0

4\*AFOZ

5TXT

6LIC/GZ6695 VIN/2FABP7BVXAX145061 MAKE/FORD YR/2010 EXP/99991231

7TITLE/80139024 MODEL/CVP BODY/ VCO/ SIL ADS/

8OWNER/MEIGS COUNTY SHERIFF DEPT CO-OF-REG/MEIGS

9SPECNEED/

10ADDR/ 410 RIVER RD WT/ 000000000

11 DECATUR TN 37322 CLSCD/7000 ISSYR/1994

12INS/UNCONFIRMED SRC/NONE EFF/



# TENNESSEE HIGHWAY PATROL

## CRITICAL INCIDENT RESPONSE TEAM

### GENERAL VEHICLE INSPECTION

CIRT Case Number:	2024-0000417	CIRT Team:	2	CIRT Investigator:	Sergeant John McFarland			
Date of Inspection:	02/20/2024	Time:	8:35 am	Vehicle moved prior to inspection?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>			
Inspection Location:	At Scene <input type="checkbox"/>	Other Location:	Ames Towing Decatur, TN					
Vehicle Information								
Year:	2010	Make:	Ford	Model:	Crn Vic Police Interceptor			
License Plate Number:	GZ-6695	Registration State:	TN	Primary Color:	Gray			
Weight:	4158 LBS.	Vehicle weighed post crash:	<input type="checkbox"/>	Vehicle weight obtained from published data: <input checked="" type="checkbox"/>				
Gear:	Park	Unknown/ Damaged	<input type="checkbox"/>	Manual Transmission	<input type="checkbox"/>			
Automatic Transmission <input checked="" type="checkbox"/>								
Glass Condition								
	Intact	Damaged	See Notes		Intact	Damaged	See Notes	N/A
Windshield:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rear Glass:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Left Front Door Glass:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right Front Door Glass:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mirrors								
Driver's Side Rear View Mirror:	Intact <input checked="" type="checkbox"/>	Damaged <input type="checkbox"/>	Missing <input type="checkbox"/>	See Notes <input type="checkbox"/>				
Center Windshield Mounted Rear View Mirror:	Intact <input type="checkbox"/>	Damaged <input type="checkbox"/>	Missing <input checked="" type="checkbox"/>	See Notes <input type="checkbox"/>				
Passenger's Side Rear View Mirror:	Intact <input checked="" type="checkbox"/>	Damaged <input type="checkbox"/>	Missing <input type="checkbox"/>	See Notes <input type="checkbox"/>				
Event Data Recorder (EDR) and Airbag Information								
Was vehicle equipped with Airbags at the time of manufacture?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Unknown <input type="checkbox"/>	See Notes <input type="checkbox"/>				
Was vehicle's airbag(s) deployed at time of inspection?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	(If yes, list in notes which airbags were deployed)					
Was vehicle's EDR imaged?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	(If Yes) Consent <input checked="" type="checkbox"/>	Judicial Document <input type="checkbox"/>				
Page 1 Notes								
Consent was given by Sheriff Jackie Melton to image the power train control module (PCM) and the airbag control module (ACM) of the vehicle. They both were located and removed from the vehicle to be dried so attempts could be made to image them at a later date.								

NOTE: INFORMATION WAS OBTAINED AT TIME OF INSPECTION UNLESS OTHERWISE NOTED.

Page 1 of 3

Restraint Usage			Restraint Condition					
Seating Position	Restraint Used		Child Restraint Device	Good	Stretched	Cut	Friction Burning	See Notes
	Yes	No						
11-Front Left Side	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29-Second Unknown	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input						

## Lights

Light Switch: Off  Parking  Automatic  On  Damaged  See Notes

### Left Front Lights

	Marker	Headlight	Signal
Evidence of Use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Damaged or Missing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
See Notes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

### Right Front Lights

	Marker	Headlight	Signal
Evidence of Use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Damaged or Missing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
See Notes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

### Left Rear Lights

	Marker	Stop	Signal
Evidence of Use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Damaged or Missing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
See Notes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

### Right Rear Lights

	Marker	Stop	Signal
Evidence of Use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Damaged or Missing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
See Notes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

## Steering and Brakes

Was steering damaged? Yes  No  In your opinion is the damage a result of this crash? Yes  No

Front Brakes: ABS  Disk  Drum  Unknown  Obvious Damage  See Notes

Rear Brakes: ABS  Disk  Drum  Unknown  Obvious Damage  See Notes

## Tires and Wheels

### Left Front Tire and Wheel Axle 1

Tire Manufacturer: Goodyear  
Tire Model: Eagle RS-A  
Tire Size: P235/55 R17  
Minimum Tread Depth: 5 /32 Maximum Tread Depth: 5 /32  
Pressure: 48 psi Tire Damaged   
DOT Serial Number: M678 LNER 2220  
Wheel Damaged  See Notes

### Right Front Tire and Wheel Axle 1

Tire Manufacturer: Goodyear  
Tire Model: Eagle RS-A  
Tire Size: P235/55 R17  
Minimum Tread Depth: 4 /32 Maximum Tread Depth: 5 /32  
Pressure: 46 psi Tire Damaged   
DOT Serial Number: M678 LNER 2220  
Wheel Damaged  See Notes

### Left Rear Tire and Wheel Axle 2

Tire Manufacturer: Goodyear  
Tire Model: Eagle RS-A  
Tire Size: P235/55 R17  
Minimum Tread Depth: 3 /32 Maximum Tread Depth: 5 /32  
Pressure: 48 psi Tire Damaged   
DOT Serial Number: M678 LNER 4619  
Wheel Damaged  See Notes

### Right Rear Tire and Wheel Axle 2

Tire Manufacturer: Goodyear  
Tire Model: Eagle RS-A  
Tire Size: P235/55 R17  
Minimum Tread Depth: 3 /32 Maximum Tread Depth: 4 /32  
Pressure: 40 psi Tire Damaged   
DOT Serial Number: M678 LNER 4717  
Wheel Damaged  See Notes

## Page 3 Notes

While the light switch was on, it is unknown as to the functionality of the lights at the time of the crash.

NOTE: INFORMATION WAS OBTAINED AT TIME OF INSPECTION UNLESS OTHERWISE NOTED.

Looking for more information on this vehicle?

NHTSA offers more safety information based on a vehicle's year, make and model. Check safety ratings, recommended technologies and other safety issues.

[Learn More](#)

2010  
**FORD Crown Victoria**



VIN: 2FADP7BVXAX145061

Recall data refreshed on Apr 16, 2024

## 0 Unrepaired Recalls

associated with this VIN

What if my car isn't recalled now? Could it be recalled later?

Yes. Whether a manufacturer independently conducts a safety recall or NHTSA orders one, the manufacturer must file a public report describing the safety-related defect or noncompliance. Manufacturers are also required to notify owners by mail within 60 days of notifying NHTSA of a recall decision.



Look for this distinct label to distinguish critical safety recall information from other marketing material.

[Live Chat](#)



IMPORTANT NOTICE: Robert Bosch LLC and the manufacturers whose vehicles are accessible using the CDR System urge end users to use the latest production release of the Crash Data Retrieval system software when viewing, printing or exporting any retrieved data from within the CDR program. Using the latest version of the CDR software is the best way to ensure that retrieved data has been translated using the most current information provided by the manufacturers of the vehicles supported by this product.

## CDR File Information

User Entered VIN	2FABP7BVXAX145061
User	Sergeant John McFarland
Case Number	224011866
EDR Data Imaging Date	04/12/2024
Crash Date	02/15/2024
Filename	2FABP7BVXAX145061_PCM.CDRX
Saved on	Friday, April 12 2024 at 11:38:21
Imaged with CDR version	Crash Data Retrieval Tool 24.0
Imaged with Software Licensed to (Company Name)	Tennessee Highway Patrol
Reported with CDR version	Crash Data Retrieval Tool 24.0
Reported with Software Licensed to (Company Name)	Tennessee Highway Patrol
EDR Device Type	Powertrain Control Module
Restraint Deployment Signal Received	No. Analyst evaluation of PCM EDR data is needed. Refer to CSV export of PCM EDR data to perform further analysis.

## Comments

Direct to ACM image.

Consent given by Sheriff Jackie Melton.

The retrieval of this data has been authorized by the vehicle's owner, or other legal authority such as a court order or search warrant, as indicated by the CDR tool user on Friday, April 12 2024 at 11:38:21.

## Data Limitations

### FORD POWERTRAIN CONTROL MODULE EVENT DATA INTERPRETATION GUIDE

1. This document is intended to assist you in reading the data that has been retrieved from a Powertrain Control Module ("PCM") contained in a Ford vehicle. This document is further intended to provide general guidelines and is not intended to provide information regarding the interpretation of a specific read-out.
2. The data points in the 'PCM EDR Data' tables shown in this report are recorded in the PCM approximately every 0.2 seconds. Where a time element is shown in the report under the heading 'Relative Time (calc.)', that is a value calculated by the CDR Tool software based on the indication of the receipt of a "Restraint Deployment Signal" or "RDS" which is a function of communication between the RCM and PCM. While the recording time interval shown is based on the function of the PCM, the 'Relative Time (calc.)' is not a data element which is retrieved from the PCM.
3. In the event that one of the vehicle's restraint devices (e.g., an airbag or belt pretensioner) have been commanded for deployment by the Restraint Control Module (RCM), it is designed to indicate that deployment as a function of a Restraints Deployment Signal (RDS). If the PCM "receives" an RDS, the PCM will lock data internally in the PCM. The RCM and PCM both require power for some period of time after the collision and after a deployment in order for that signal or flag to reach the PCM.
4. If no RDS flag has been received from the RCM and there is still power to the PCM, the PCM data will not lock and the circular buffer will continuously overwrite itself when the vehicle's ignition is in the run position. In this event, data contained in the PCM that was relevant to the collision may be lost. However, if power was lost as a result of the collision, or the ignition key was turned off shortly after the event, there may still be data relating to the collision in the PCM.
5. Finding the data closest to impact:
  - a.) Where a Restraint Deployment Signal is received by the PCM, the data is displayed based on the 'Relative Time (calc.)' parameter beginning with the oldest recorded frame of data displayed first in the data table. When an RDS has been received by the PCM, the indication will be associated with a frame of data reported as "RDS = Received" which would follow a series of data elements showing "RDS=NOT RECEIVED." To calculate relative time, the CDR program adopts a "time zero" (for the time element shown in the column "Relative Time (calc.)") associated with the sample where the RDS was received. The CDR Tool software then assigns "negative time" relative to that point moving "back in time" to the oldest sample in the loop of data and "positive time" going forward from that assigned time zero.
  - b.) Where a Restraint Deployment Signal is NOT received at any point in the data set, the data is displayed in order of the 'Buffer Address' parameter data beginning with the lowest address value. The PCM buffer is circular and the data point of the first address listed in the PCM EDR Data tables does not necessarily signify the beginning of the PCM recording loop. The start and stop time of the PCM recording could be in the middle of the table. An indication that there has been an impact will often correlate with a discontinuity of the data listed in the table. If a single, significant discontinuity in the data is found, the data point immediately preceding the discontinuity is likely to be the last data point recorded. If there is no single significant discontinuity, the data must be examined in detail to determine the largest discontinuity in the largest number of data elements. If no single largest discontinuity can be determined, it may not be possible to determine whether or not this data is associated with an impact.

c.) The Restraint Deployment Signal may not be recorded on the PCM immediately at impact. Time lags within the system may result in the Restraint Deployment Signal being recorded a few data samples after impact has occurred. The Restraint Deployment Signal is a guide, but the analyst must examine all of the data to determine when impact has occurred.

6. The PCM Data Tables further show a column labeled as the 'Key on Timer - 63.75 Max (sec)' or PUTMR. The PUTMR shows the length of time that the PCM was functioning for the most recent key cycle. The timer ascends to a maximum value of 63.75 seconds. If the data was not locked by an RDS flag and the ignition key was turned off and on again, the PCM will begin to write new data starting at the beginning of the data table. While it is not common, there are instances where the first portion of the data table has subsequent-key-on, post-crash data; while the latter portion of the data table has data from the key cycle in which the crash occurred. In other rare cases, an event has occurred in less than 25 seconds after key on and older data from prior key cycles has been left in the latter part of the buffer. Review the Key on Timer - 63.75 Max (sec) ( PUTMR) data for discontinuities to determine if this has occurred.

7. Data displayed in the Key on Timer - 63.75 Max (sec) column has a resolution of 0.25 seconds and rounds actual data to the nearest 0.25 seconds. The data points occur every 0.2 seconds.

Actual time	Key on Timer display
0.0	0.0
0.2	0.25
0.4	0.50
0.6	0.50
0.8	0.75
1.0	1.00

8. Recorded Vehicle Speed is proportional to transmission output shaft speed and accuracy can be affected if the vehicle has had the tire size or inflation pressure or the final drive axle ratio changed from the factory build specifications.

9. ABS\_EVENT=1 occurs when the ABS is active. This can occur with or without the brake pedal being applied. The ABS module may or may not be taking an action. (For Example, if the brake pedal is not depressed, the ABS cannot modulate brake pressure if it detects wheel slip page)

PCM Data Source:

?All PCM recorded data is fed directly from sensors to the PCM where raw signals are processed, and stored internally, except for the following parameters which are transmitted via the vehicle's communication network:

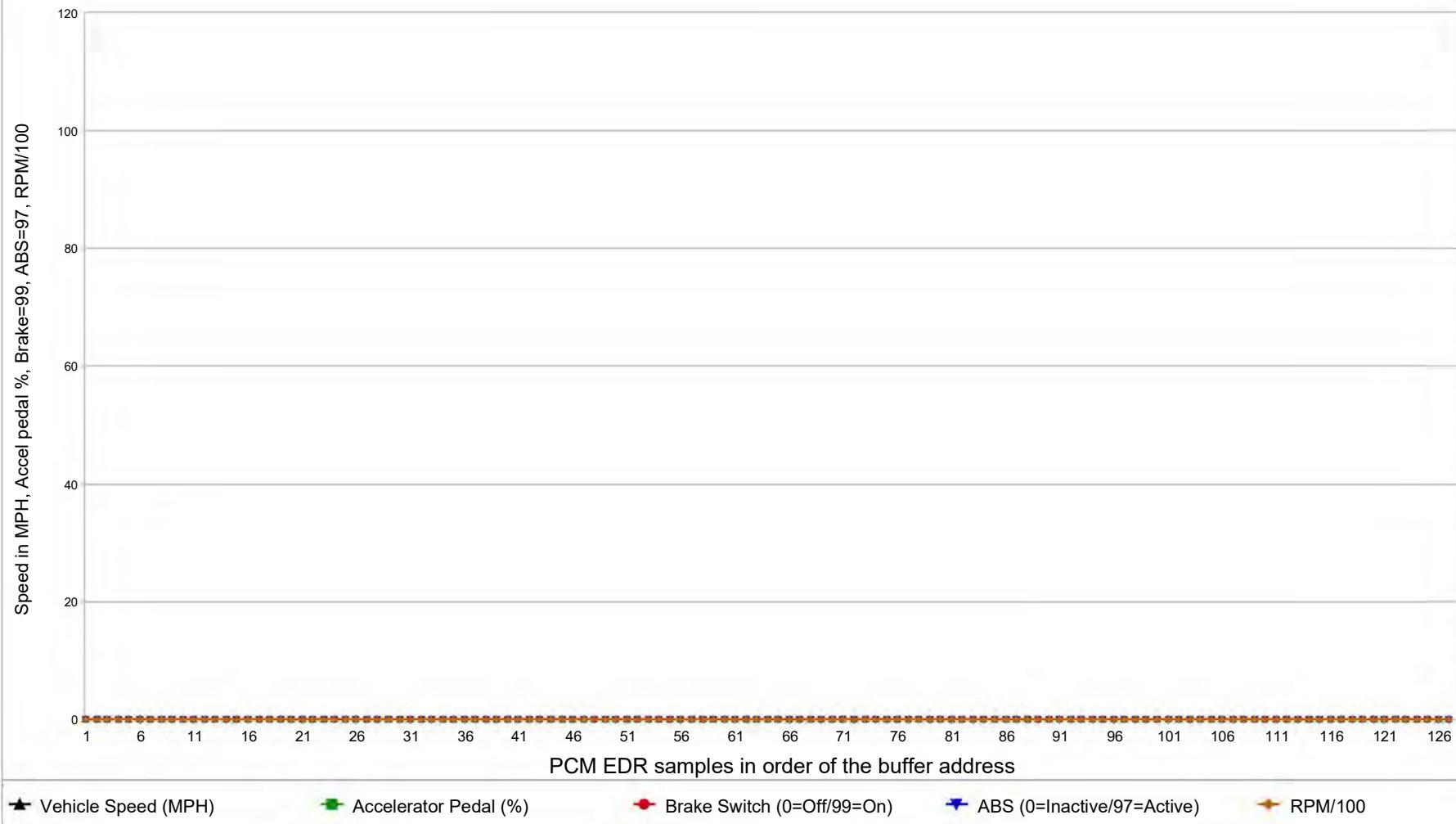
- Stability Control (if equipped)
- Traction Control (if equipped)
- ABS
- Restraint Deployment Signal

02005\_PCM-1-2\_r002

**PCM Module Information**

Vehicle Identification Number (from PCM)	2FABP7BVXAX145061
PCM File Name (calibration level)	FCJC9PZ.HEX*
PCM Part Number	AW7A-12A650-GA

## 2FABP7BVXAX145061 PCM EDR Crash Data - RDS Not Received



**PCM EDR Data (1)**

Buffer Address (Hex)	Relative Time (calc.) (Seconds)	Restraint Deployment Signal (Received / Not Received)	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal % Full (%)	Engine Throttle % Full (%)	Brake Switch (On / Off)	Brake SC De-ac (On / Off)	ABS (Active / Inactive)	Transmission - Neutral (Neutral / Not Neutral)
EA000010	N/A	Not Received	0 [0]	0	33.5	OFF	OFF	Not Active	Not Neutral
EA000020	N/A	Not Received	0 [0]	0	33.5	OFF	OFF	Not Active	Not Neutral
EA000030	N/A	Not Received	0 [0]	0	33.5	OFF	OFF	Not Active	Not Neutral
EA000040	N/A	Not Received	0 [0]	0	32	OFF	OFF	Not Active	Not Neutral
EA000050	N/A	Not Received	0 [0]	0	33	OFF	OFF	Not Active	Not Neutral
EA000060	N/A	Not Received	0 [0]	0	32.5	OFF	OFF	Not Active	Not Neutral
EA000070	N/A	Not Received	0 [0]	0	33	OFF	OFF	Not Active	Not Neutral
EA000080	N/A	Not Received	0 [0]	0	33.5	OFF	OFF	Not Active	Not Neutral
EA000090	N/A	Not Received	0 [0]	0	32.5	OFF	OFF	Not Active	Not Neutral
EA0000A0	N/A	Not Received	0 [0]	0	33	OFF	OFF	Not Active	Not Neutral
EA0000B0	N/A	Not Received	0 [0]	0	33	OFF	OFF	Not Active	Not Neutral
EA0000C0	N/A	Not Received	0 [0]	0	33.5	OFF	OFF	Not Active	Not Neutral
EA0000D0	N/A	Not Received	0 [0]	0	34	OFF	OFF	Not Active	Not Neutral
EA0000E0	N/A	Not Received	0 [0]	0	33	OFF	OFF	Not Active	Not Neutral
EA0000F0	N/A	Not Received	0 [0]	0	33.5	OFF	OFF	Not Active	Not Neutral
EA000100	N/A	Not Received	0 [0]	0	33.5	OFF	OFF	Not Active	Not Neutral
EA000110	N/A	Not Received	0 [0]	0	33.5	OFF	OFF	Not Active	Not Neutral
EA000120	N/A	Not Received	0 [0]	0	33.5	OFF	OFF	Not Active	Not Neutral
EA000130	N/A	Not Received	0 [0]	0	32.5	OFF	OFF	Not Active	Not Neutral
EA000140	N/A	Not Received	0 [0]	0	33	OFF	OFF	Not Active	Not Neutral
EA000150	N/A	Not Received	0 [0]	0	32.5	OFF	OFF	Not Active	Not Neutral
EA000160	N/A	Not Received	0 [0]	0	33.5	OFF	OFF	Not Active	Not Neutral
EA000170	N/A	Not Received	0 [0]	0	33	OFF	OFF	Not Active	Not Neutral
EA000180	N/A	Not Received	0 [0]	0	33	OFF	OFF	Not Active	Not Neutral
EA000190	N/A	Not Received	0 [0]	0	33	OFF	OFF	Not Active	Not Neutral
EA0001A0	N/A	Not Received	0 [0]	0	33	OFF	OFF	Not Active	Not Neutral
EA0001B0	N/A	Not Received	0 [0]	0	33.5	OFF	OFF	Not Active	Not Neutral
EA0001C0	N/A	Not Received	0 [0]	0	33	OFF	OFF	Not Active	Not Neutral
EA0001D0	N/A	Not Received	0 [0]	0	33.5	OFF	OFF	Not Active	Not Neutral
EA0001E0	N/A	Not Received	0 [0]	0	33.5	OFF	OFF	Not Active	Not Neutral
EA0001F0	N/A	Not Received	0 [0]	0	33.5	OFF	OFF	Not Active	Not Neutral
EA000200	N/A	Not Received	0 [0]	0	33	OFF	OFF	Not Active	Not Neutral
EA000210	N/A	Not Received	0 [0]	0	34	OFF	OFF	Not Active	Not Neutral
EA000220	N/A	Not Received	0 [0]	0	32.5	OFF	OFF	Not Active	Not Neutral
EA000230	N/A	Not Received	0 [0]	0	33	OFF	OFF	Not Active	Not Neutral
EA000240	N/A	Not Received	0 [0]	0	33	OFF	OFF	Not Active	Not Neutral
EA000250	N/A	Not Received	0 [0]	0	33.5	OFF	OFF	Not Active	Not Neutral
EA000260	N/A	Not Received	0 [0]	0	33	OFF	OFF	Not Active	Not Neutral
EA000270	N/A	Not Received	0 [0]	0	32.5	OFF	OFF	Not Active	Not Neutral
EA000280	N/A	Not Received	0 [0]	0	33	OFF	OFF	Not Active	Not Neutral
EA000290	N/A	Not Received	0 [0]	0	32.5	OFF	OFF	Not Active	Not Neutral
EA0002A0	N/A	Not Received	0 [0]	0	33	OFF	OFF	Not Active	Not Neutral
EA0002B0	N/A	Not Received	0 [0]	0	34	OFF	OFF	Not Active	Not Neutral
EA0002C0	N/A	Not Received	0 [0]	0	34.5	OFF	OFF	Not Active	Not Neutral
EA0002D0	N/A	Not Received	0 [0]	0	33.5	OFF	OFF	Not Active	Not Neutral
EA0002E0	N/A	Not Received	0 [0]	0	33.5	OFF	OFF	Not Active	Not Neutral
EA0002F0	N/A	Not Received	0 [0]	0	34	OFF	OFF	Not Active	Not Neutral
EA000300	N/A	Not Received	0 [0]	0	33.5	OFF	OFF	Not Active	Not Neutral
EA000310	N/A	Not Received	0 [0]	0	33.5	OFF	OFF	Not Active	Not Neutral
EA000320	N/A	Not Received	0 [0]	0	34.5	OFF	OFF	Not Active	Not Neutral
EA000330	N/A	Not Received	0 [0]	0	34	OFF	OFF	Not Active	Not Neutral
EA000340	N/A	Not Received	0 [0]	0	34.5	OFF	OFF	Not Active	Not Neutral
EA000350	N/A	Not Received	0 [0]	0	35	OFF	OFF	Not Active	Not Neutral
EA000360	N/A	Not Received	0 [0]	0	36	OFF	OFF	Not Active	Not Neutral
EA000370	N/A	Not Received	0 [0]	0	35	OFF	OFF	Not Active	Not Neutral
EA000380	N/A	Not Received	0 [0]	0	36	OFF	OFF	Not Active	Not Neutral
EA000390	N/A	Not Received	0 [0]	0	34.5	OFF	OFF	Not Active	Not Neutral
EA0003A0	N/A	Not Received	0 [0]	0	34	OFF	OFF	Not Active	Not Neutral
EA0003B0	N/A	Not Received	0 [0]	0	34	OFF	OFF	Not Active	Not Neutral
EA0003C0	N/A	Not Received	0 [0]	0	34	OFF	OFF	Not Active	Not Neutral
EA0003D0	N/A	Not Received	0 [0]	0	34.5	OFF	OFF	Not Active	Not Neutral
EA0003E0	N/A	Not Received	0 [0]	0	34.5	OFF	OFF	Not Active	Not Neutral
EA0003F0	N/A	Not Received	0 [0]	0	35	OFF	OFF	Not Active	Not Neutral
EA000400	N/A	Not Received	0 [0]	0	35.5	OFF	OFF	Not Active	Not Neutral
EA000410	N/A	Not Received	0 [0]	0	35	OFF	OFF	Not Active	Not Neutral
EA000420	N/A	Not Received	0 [0]	0	35.5	OFF	OFF	Not Active	Not Neutral

Buffer Address (Hex)	Relative Time (calc.) (Seconds)	Restraint Deployment Signal (Received / Not Received)	Speed, Vehicle Indicated (MPH [km/h])	Accelerator Pedal % Full (%)	Engine Throttle % Full (%)	Brake Switch (On / Off)	Brake SC De-ac (On / Off)	ABS (Active / Inactive)	Transmission - Neutral (Neutral / Not Neutral)
EA000430	N/A	Not Received	0 [0]	0	35.5	OFF	OFF	Not Active	Not Neutral
EA000440	N/A	Not Received	0 [0]	0	35.5	OFF	OFF	Not Active	Not Neutral
EA000450	N/A	Not Received	0 [0]	0	35	OFF	OFF	Not Active	Not Neutral
EA000460	N/A	Not Received	0 [0]	0	35.5	OFF	OFF	Not Active	Not Neutral
EA000470	N/A	Not Received	0 [0]	0	36	OFF	OFF	Not Active	Not Neutral
EA000480	N/A	Not Received	0 [0]	0	35.5	OFF	OFF	Not Active	Not Neutral
EA000490	N/A	Not Received	0 [0]	0	36.5	OFF	OFF	Not Active	Not Neutral
EA0004A0	N/A	Not Received	0 [0]	0	35.5	OFF	OFF	Not Active	Not Neutral
EA0004B0	N/A	Not Received	0 [0]	0	35	OFF	OFF	Not Active	Not Neutral
EA0004C0	N/A	Not Received	0 [0]	0	35.5	OFF	OFF	Not Active	Not Neutral
EA0004D0	N/A	Not Received	0 [0]	0	36	OFF	OFF	Not Active	Not Neutral
EA0004E0	N/A	Not Received	0 [0]	0	35.5	OFF	OFF	Not Active	Not Neutral
EA0004F0	N/A	Not Received	0 [0]	0	35.5	OFF	OFF	Not Active	Not Neutral
EA000500	N/A	Not Received	0 [0]	0	35	OFF	OFF	Not Active	Not Neutral
EA000510	N/A	Not Received	0 [0]	0	35	OFF	OFF	Not Active	Not Neutral
EA000520	N/A	Not Received	0 [0]	0	35	OFF	OFF	Not Active	Not Neutral
EA000530	N/A	Not Received	0 [0]	0	35	OFF	OFF	Not Active	Not Neutral
EA000540	N/A	Not Received	0 [0]	0	35	OFF	OFF	Not Active	Not Neutral
EA000550	N/A	Not Received	0 [0]	0	34.5	OFF	OFF	Not Active	Not Neutral
EA000560	N/A	Not Received	0 [0]	0	35.5	OFF	OFF	Not Active	Not Neutral
EA000570	N/A	Not Received	0 [0]	0	35	OFF	OFF	Not Active	Not Neutral
EA000580	N/A	Not Received	0 [0]	0	35.5	OFF	OFF	Not Active	Not Neutral
EA000590	N/A	Not Received	0 [0]	0	35.5	OFF	OFF	Not Active	Not Neutral
EA0005A0	N/A	Not Received	0 [0]	0	35.5	OFF	OFF	Not Active	Not Neutral
EA0005B0	N/A	Not Received	0 [0]	0	36.5	OFF	OFF	Not Active	Not Neutral
EA0005C0	N/A	Not Received	0 [0]	0	35	OFF	OFF	Not Active	Not Neutral
EA0005D0	N/A	Not Received	0 [0]	0	35.5	OFF	OFF	Not Active	Not Neutral
EA0005E0	N/A	Not Received	0 [0]	0	35	OFF	OFF	Not Active	Not Neutral
EA0005F0	N/A	Not Received	0 [0]	0	35	OFF	OFF	Not Active	Not Neutral
EA000600	N/A	Not Received	0 [0]	0	35.5	OFF	OFF	Not Active	Not Neutral
EA000610	N/A	Not Received	0 [0]	0	35	OFF	OFF	Not Active	Not Neutral
EA000620	N/A	Not Received	0 [0]	0	35.5	OFF	OFF	Not Active	Not Neutral
EA000630	N/A	Not Received	0 [0]	0	34.5	OFF	OFF	Not Active	Not Neutral
EA000640	N/A	Not Received	0 [0]	0	35	OFF	OFF	Not Active	Not Neutral
EA000650	N/A	Not Received	0 [0]	0	35	OFF	OFF	Not Active	Not Neutral
EA000660	N/A	Not Received	0 [0]	0	35.5	OFF	OFF	Not Active	Not Neutral
EA000670	N/A	Not Received	0 [0]	0	35	OFF	OFF	Not Active	Not Neutral
EA000680	N/A	Not Received	0 [0]	0	35.5	OFF	OFF	Not Active	Not Neutral
EA000690	N/A	Not Received	0 [0]	0	35	OFF	OFF	Not Active	Not Neutral
EA0006A0	N/A	Not Received	0 [0]	0	35.5	OFF	OFF	Not Active	Not Neutral
EA0006B0	N/A	Not Received	0 [0]	0	35	OFF	OFF	Not Active	Not Neutral
EA0006C0	N/A	Not Received	0 [0]	0	35	OFF	OFF	Not Active	Not Neutral
EA0006D0	N/A	Not Received	0 [0]	0	35	OFF	OFF	Not Active	Not Neutral
EA0006E0	N/A	Not Received	0 [0]	0	36	OFF	OFF	Not Active	Not Neutral
EA0006F0	N/A	Not Received	0 [0]	0	35.5	OFF	OFF	Not Active	Not Neutral
EA000700	N/A	Not Received	0 [0]	0	36	OFF	OFF	Not Active	Not Neutral
EA000710	N/A	Not Received	0 [0]	0	36	OFF	OFF	Not Active	Not Neutral
EA000720	N/A	Not Received	0 [0]	0	32.5	OFF	OFF	Not Active	Not Neutral
EA000730	N/A	Not Received	0 [0]	0	32	OFF	OFF	Not Active	Not Neutral
EA000740	N/A	Not Received	0 [0]	0	32.5	OFF	OFF	Not Active	Not Neutral
EA000750	N/A	Not Received	0 [0]	0	31.5	OFF	OFF	Not Active	Not Neutral
EA000760	N/A	Not Received	0 [0]	0	32	OFF	OFF	Not Active	Not Neutral
EA000770	N/A	Not Received	0 [0]	0	32.5	OFF	OFF	Not Active	Not Neutral
EA000780	N/A	Not Received	0 [0]	0	32	OFF	OFF	Not Active	Not Neutral
EA000790	N/A	Not Received	0 [0]	0	32.5	OFF	OFF	Not Active	Not Neutral
EA0007A0	N/A	Not Received	0 [0]	0	33	OFF	OFF	Not Active	Not Neutral
EA0007B0	N/A	Not Received	0 [0]	0	32.5	OFF	OFF	Not Active	Not Neutral
EA0007C0	N/A	Not Received	0 [0]	0	33.5	OFF	OFF	Not Active	Not Neutral
EA0007D0	N/A	Not Received	0 [0]	0	33	OFF	OFF	Not Active	Not Neutral
EA0007E0	N/A	Not Received	0 [0]	0	32	OFF	OFF	Not Active	Not Neutral
EA0007F0	N/A	Not Received	0 [0]	0	33.5	OFF	OFF	Not Active	Not Neutral

**PCM EDR Data (2)**

Buffer Address (Hex)	Relative Time (calc.) (Seconds)	Transmission - Reverse (Reverse / Not Reverse)	Speed Control (On / Off)	Engine RPM (RPM)	Engine Output Torque Calculated (N-m)	Driveline Output Torque Calculated (N-m)	Traction Control (Active / Inactive)	Stability Control (Active / Inactive)	Key On Timer 63.75 Max (sec) (Seconds)
EA000010	N/A	Not Reverse	OFF	0	232	1540	Not Active	Not Active	63.75
EA000020	N/A	Not Reverse	OFF	0	232	1540	Not Active	Not Active	63.75
EA000030	N/A	Not Reverse	OFF	0	232	1540	Not Active	Not Active	63.75
EA000040	N/A	Not Reverse	OFF	0	232	1540	Not Active	Not Active	63.75
EA000050	N/A	Not Reverse	OFF	0	232	1540	Not Active	Not Active	63.75
EA000060	N/A	Not Reverse	OFF	0	232	1540	Not Active	Not Active	63.75
EA000070	N/A	Not Reverse	OFF	0	232	1540	Not Active	Not Active	63.75
EA000080	N/A	Not Reverse	OFF	0	232	1540	Not Active	Not Active	63.75
EA000090	N/A	Not Reverse	OFF	0	232	1540	Not Active	Not Active	63.75
EA0000A0	N/A	Not Reverse	OFF	0	232	1540	Not Active	Not Active	63.75
EA0000B0	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA0000C0	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA0000D0	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA0000E0	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA0000F0	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA000100	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA000110	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA000120	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA000130	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA000140	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA000150	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA000160	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA000170	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA000180	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA000190	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA0001A0	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA0001B0	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA0001C0	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA0001D0	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA0001E0	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA0001F0	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA000200	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA000210	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA000220	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA000230	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA000240	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA000250	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA000260	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA000270	N/A	Not Reverse	OFF	0	232	1541	Not Active	Not Active	63.75
EA000280	N/A	Not Reverse	OFF	0	232	1542	Not Active	Not Active	63.75
EA000290	N/A	Not Reverse	OFF	0	232	1542	Not Active	Not Active	63.75
EA0002A0	N/A	Not Reverse	OFF	0	232	1542	Not Active	Not Active	63.75
EA0002B0	N/A	Not Reverse	OFF	0	232	1542	Not Active	Not Active	63.75
EA0002C0	N/A	Not Reverse	OFF	0	232	1542	Not Active	Not Active	63.75
EA0002D0	N/A	Not Reverse	OFF	0	232	1542	Not Active	Not Active	63.75
EA0002E0	N/A	Not Reverse	OFF	0	232	1542	Not Active	Not Active	63.75
EA0002F0	N/A	Not Reverse	OFF	0	232	1542	Not Active	Not Active	63.75
EA000300	N/A	Not Reverse	OFF	0	232	1542	Not Active	Not Active	63.75
EA000310	N/A	Not Reverse	OFF	0	232	1542	Not Active	Not Active	63.75
EA000320	N/A	Not Reverse	OFF	0	232	1542	Not Active	Not Active	63.75
EA000330	N/A	Not Reverse	OFF	0	232	1542	Not Active	Not Active	63.75
EA000340	N/A	Not Reverse	OFF	0	232	1542	Not Active	Not Active	63.75
EA000350	N/A	Not Reverse	OFF	0	232	1542	Not Active	Not Active	63.75
EA000360	N/A	Not Reverse	OFF	0	232	1542	Not Active	Not Active	63.75
EA000370	N/A	Not Reverse	OFF	0	232	1542	Not Active	Not Active	63.75
EA000380	N/A	Not Reverse	OFF	0	232	1542	Not Active	Not Active	63.75
EA000390	N/A	Not Reverse	OFF	0	232	1542	Not Active	Not Active	63.75
EA0003A0	N/A	Not Reverse	OFF	0	232	1542	Not Active	Not Active	63.75
EA0003B0	N/A	Not Reverse	OFF	0	232	1542	Not Active	Not Active	63.75
EA0003C0	N/A	Not Reverse	OFF	0	232	1542	Not Active	Not Active	63.75
EA0003D0	N/A	Not Reverse	OFF	0	232	1542	Not Active	Not Active	63.75
EA0003E0	N/A	Not Reverse	OFF	0	232	1542	Not Active	Not Active	63.75
EA0003F0	N/A	Not Reverse	OFF	0	232	1542	Not Active	Not Active	63.75
EA000400	N/A	Not Reverse	OFF	0	232	1542	Not Active	Not Active	63.75
EA000410	N/A	Not Reverse	OFF	0	232	1542	Not Active	Not Active	63.75
EA000420	N/A	Not Reverse	OFF	0	232	1543	Not Active	Not Active	63.75

Buffer Address (Hex)	Relative Time (calc.) (Seconds)	Transmission - Reverse (Reverse / Not Reverse)	Speed Control (On / Off)	Engine RPM (RPM)	Engine Output Torque Calculated (N·m)	Driveline Output Torque Calculated (N·m)	Traction Control (Active / Inactive)	Stability Control (Active / Inactive)	Key On Timer 63.75 Max (sec) (Seconds)
EA000430	N/A	Not Reverse	OFF	0	232	1543	Not Active	Not Active	63.75
EA000440	N/A	Not Reverse	OFF	0	232	1543	Not Active	Not Active	63.75
EA000450	N/A	Not Reverse	OFF	0	232	1543	Not Active	Not Active	63.75
EA000460	N/A	Not Reverse	OFF	0	232	1543	Not Active	Not Active	63.75
EA000470	N/A	Not Reverse	OFF	0	232	1543	Not Active	Not Active	63.75
EA000480	N/A	Not Reverse	OFF	0	232	1543	Not Active	Not Active	63.75
EA000490	N/A	Not Reverse	OFF	0	232	1543	Not Active	Not Active	63.75
EA0004A0	N/A	Not Reverse	OFF	0	233	1543	Not Active	Not Active	63.75
EA0004B0	N/A	Not Reverse	OFF	0	233	1543	Not Active	Not Active	63.75
EA0004C0	N/A	Not Reverse	OFF	0	233	1543	Not Active	Not Active	63.75
EA0004D0	N/A	Not Reverse	OFF	0	233	1543	Not Active	Not Active	63.75
EA0004E0	N/A	Not Reverse	OFF	0	233	1543	Not Active	Not Active	63.75
EA0004F0	N/A	Not Reverse	OFF	0	233	1543	Not Active	Not Active	63.75
EA000500	N/A	Not Reverse	OFF	0	233	1543	Not Active	Not Active	63.75
EA000510	N/A	Not Reverse	OFF	0	233	1543	Not Active	Not Active	63.75
EA000520	N/A	Not Reverse	OFF	0	233	1543	Not Active	Not Active	63.75
EA000530	N/A	Not Reverse	OFF	0	233	1543	Not Active	Not Active	63.75
EA000540	N/A	Not Reverse	OFF	0	233	1543	Not Active	Not Active	63.75
EA000550	N/A	Not Reverse	OFF	0	233	1543	Not Active	Not Active	63.75
EA000560	N/A	Not Reverse	OFF	0	233	1543	Not Active	Not Active	63.75
EA000570	N/A	Not Reverse	OFF	0	233	1543	Not Active	Not Active	63.75
EA000580	N/A	Not Reverse	OFF	0	233	1543	Not Active	Not Active	63.75
EA000590	N/A	Not Reverse	OFF	0	233	1543	Not Active	Not Active	63.75
EA0005A0	N/A	Not Reverse	OFF	0	233	1543	Not Active	Not Active	63.75
EA0005B0	N/A	Not Reverse	OFF	0	233	1543	Not Active	Not Active	63.75
EA0005C0	N/A	Not Reverse	OFF	0	233	1543	Not Active	Not Active	63.75
EA0005D0	N/A	Not Reverse	OFF	0	233	1543	Not Active	Not Active	63.75
EA0005E0	N/A	Not Reverse	OFF	0	233	1544	Not Active	Not Active	63.75
EA0005F0	N/A	Not Reverse	OFF	0	233	1544	Not Active	Not Active	63.75
EA000600	N/A	Not Reverse	OFF	0	233	1544	Not Active	Not Active	63.75
EA000610	N/A	Not Reverse	OFF	0	233	1544	Not Active	Not Active	63.75
EA000620	N/A	Not Reverse	OFF	0	233	1544	Not Active	Not Active	63.75
EA000630	N/A	Not Reverse	OFF	0	233	1544	Not Active	Not Active	63.75
EA000640	N/A	Not Reverse	OFF	0	233	1544	Not Active	Not Active	63.75
EA000650	N/A	Not Reverse	OFF	0	233	1544	Not Active	Not Active	63.75
EA000660	N/A	Not Reverse	OFF	0	233	1544	Not Active	Not Active	63.75
EA000670	N/A	Not Reverse	OFF	0	233	1544	Not Active	Not Active	63.75
EA000680	N/A	Not Reverse	OFF	0	233	1544	Not Active	Not Active	63.75
EA000690	N/A	Not Reverse	OFF	0	233	1544	Not Active	Not Active	63.75
EA0006A0	N/A	Not Reverse	OFF	0	233	1544	Not Active	Not Active	63.75
EA0006B0	N/A	Not Reverse	OFF	0	233	1544	Not Active	Not Active	63.75
EA0006C0	N/A	Not Reverse	OFF	0	233	1544	Not Active	Not Active	63.75
EA0006D0	N/A	Not Reverse	OFF	0	233	1544	Not Active	Not Active	63.75
EA0006E0	N/A	Not Reverse	OFF	0	233	1544	Not Active	Not Active	63.75
EA0006F0	N/A	Not Reverse	OFF	0	233	1544	Not Active	Not Active	63.75
EA000700	N/A	Not Reverse	OFF	0	233	1544	Not Active	Not Active	63.75
EA000710	N/A	Not Reverse	OFF	0	233	1544	Not Active	Not Active	63.75
EA000720	N/A	Not Reverse	OFF	0	232	1540	Not Active	Not Active	63.75
EA000730	N/A	Not Reverse	OFF	0	232	1540	Not Active	Not Active	63.75
EA000740	N/A	Not Reverse	OFF	0	232	1540	Not Active	Not Active	63.75
EA000750	N/A	Not Reverse	OFF	0	232	1540	Not Active	Not Active	63.75
EA000760	N/A	Not Reverse	OFF	0	232	1540	Not Active	Not Active	63.75
EA000770	N/A	Not Reverse	OFF	0	232	1540	Not Active	Not Active	63.75
EA000780	N/A	Not Reverse	OFF	0	232	1540	Not Active	Not Active	63.75
EA000790	N/A	Not Reverse	OFF	0	232	1540	Not Active	Not Active	63.75
EA0007A0	N/A	Not Reverse	OFF	0	232	1540	Not Active	Not Active	63.75
EA0007B0	N/A	Not Reverse	OFF	0	232	1540	Not Active	Not Active	63.75
EA0007C0	N/A	Not Reverse	OFF	0	232	1540	Not Active	Not Active	63.75
EA0007D0	N/A	Not Reverse	OFF	0	232	1540	Not Active	Not Active	63.75
EA0007E0	N/A	Not Reverse	OFF	0	232	1540	Not Active	Not Active	63.75
EA0007F0	N/A	Not Reverse	OFF	0	232	1540	Not Active	Not Active	63.75

## Hexadecimal Data

Data that the vehicle manufacturer has specified for data retrieval is shown in the hexadecimal data section of the CDR report. The hexadecimal data section of the CDR report may contain data that is not translated by the CDR program. The control module contains additional data that is not retrievable by the CDR system.

0000100C0: 32 46 41 42 50 37 42 56 58 41 58 31 34 35 30 36  
0000100D0: 31 FF FF FF

000010046: 46 43 4A 43 39 50 5A 2E 48 45 58 2A

000010054: 41 57 37 41 47 41 20 2A

0EA000000: FF 00 00 01 00 00 00 00 00 00 00 00 00 00 00 00  
0EA000010: 00 04 43 00 00 02 E8 00 00 08 04 00 F8 FF 00 CC  
0EA000020: 00 04 43 00 00 02 E8 00 00 08 04 00 F8 FF 00 CC  
0EA000030: 00 04 43 00 00 02 E8 00 00 08 04 00 F8 FF 00 CC  
0EA000040: 00 04 40 00 00 02 E8 00 00 08 04 00 F8 FF 00 CF  
0EA000050: 00 04 42 00 00 02 E8 00 00 08 04 00 F8 FF 00 CD  
0EA000060: 00 04 41 00 00 02 E8 00 00 08 04 00 F8 FF 00 CE  
0EA000070: 00 04 42 00 00 02 E8 00 00 08 04 00 F8 FF 00 CD  
0EA000080: 00 04 43 00 00 02 E8 00 00 08 04 00 F8 FF 00 CC  
0EA000090: 00 04 41 00 00 02 E8 00 00 08 04 00 F8 FF 00 CE  
0EA0000A0: 00 04 42 00 00 02 E8 00 00 08 04 00 F8 FF 00 CD  
0EA0000B0: 00 04 42 00 00 02 E8 00 00 08 05 00 F8 FF 00 CC  
0EA0000C0: 00 04 43 00 00 02 E8 00 00 08 05 00 F8 FF 00 CB  
0EA0000D0: 00 04 44 00 00 02 E8 00 00 08 05 00 F8 FF 00 CA  
0EA0000E0: 00 04 42 00 00 02 E8 00 00 08 05 00 F8 FF 00 CC  
0EA0000F0: 00 04 43 00 00 02 E8 00 00 08 05 00 F8 FF 00 CB  
0EA000100: 00 04 43 00 00 02 E8 00 00 08 05 00 F8 FF 00 CB  
0EA000110: 00 04 43 00 00 02 E8 00 00 08 05 00 F8 FF 00 CB  
0EA000120: 00 04 43 00 00 02 E8 00 00 08 05 00 F8 FF 00 CB  
0EA000130: 00 04 41 00 00 02 E8 00 00 08 05 00 F8 FF 00 CD  
0EA000140: 00 04 42 00 00 02 E8 00 00 08 05 00 F8 FF 00 CC  
0EA000150: 00 04 41 00 00 02 E8 00 00 08 05 00 F8 FF 00 CD  
0EA000160: 00 04 43 00 00 02 E8 00 00 08 05 00 F8 FF 00 CB  
0EA000170: 00 04 42 00 00 02 E8 00 00 08 05 00 F8 FF 00 CC  
0EA000180: 00 04 42 00 00 02 E8 00 00 08 05 00 F8 FF 00 CC  
0EA000190: 00 04 42 00 00 02 E8 00 00 08 05 00 F8 FF 00 CC  
0EA0001A0: 00 04 42 00 00 02 E8 00 00 08 05 00 F8 FF 00 CC  
0EA0001B0: 00 04 43 00 00 02 E8 00 00 08 05 00 F8 FF 00 CB  
0EA0001C0: 00 04 42 00 00 02 E8 00 00 08 05 00 F8 FF 00 CC  
0EA0001D0: 00 04 43 00 00 02 E8 00 00 08 05 00 F8 FF 00 CB  
0EA0001E0: 00 04 43 00 00 02 E8 00 00 08 05 00 F8 FF 00 CB  
0EA0001F0: 00 04 43 00 00 02 E8 00 00 08 05 00 F8 FF 00 CB  
0EA000200: 00 04 42 00 00 02 E8 00 00 08 05 00 F8 FF 00 CC  
0EA000210: 00 04 44 00 00 02 E8 00 00 08 05 00 F8 FF 00 CA  
0EA000220: 00 04 41 00 00 02 E8 00 00 08 05 00 F8 FF 00 CD  
0EA000230: 00 04 42 00 00 02 E8 00 00 08 05 00 F8 FF 00 CC  
0EA000240: 00 04 42 00 00 02 E8 00 00 08 05 00 F8 FF 00 CC  
0EA000250: 00 04 43 00 00 02 E8 00 00 08 05 00 F8 FF 00 CB  
0EA000260: 00 04 42 00 00 02 E8 00 00 08 05 00 F8 FF 00 CC  
0EA000270: 00 04 41 00 00 02 E8 00 00 08 05 00 F8 FF 00 CD  
0EA000280: 00 04 42 00 00 02 E8 00 00 08 06 00 F8 FF 00 CB  
0EA000290: 00 04 41 00 00 02 E8 00 00 08 06 00 F8 FF 00 CC  
0EA0002A0: 00 04 42 00 00 02 E8 00 00 08 06 00 F8 FF 00 CB  
0EA0002B0: 00 04 44 00 00 02 E8 00 00 08 06 00 F8 FF 00 C9  
0EA0002C0: 00 04 45 00 00 02 E8 00 00 08 06 00 F8 FF 00 C8  
0EA0002D0: 00 04 43 00 00 02 E8 00 00 08 06 00 F8 FF 00 CA  
0EA0002E0: 00 04 43 00 00 02 E8 00 00 08 06 00 F8 FF 00 CA  
0EA0002F0: 00 04 44 00 00 02 E8 00 00 08 06 00 F8 FF 00 C9  
0EA000300: 00 04 43 00 00 02 E8 00 00 08 06 00 F8 FF 00 CA  
0EA000310: 00 04 43 00 00 02 E8 00 00 08 06 00 F8 FF 00 CA  
0EA000320: 00 04 45 00 00 02 E8 00 00 08 06 00 F8 FF 00 C8  
0EA000330: 00 04 44 00 00 02 E8 00 00 08 06 00 F8 FF 00 C9  
0EA000340: 00 04 45 00 00 02 E8 00 00 08 06 00 F8 FF 00 C8  
0EA000350: 00 04 46 00 00 02 E8 00 00 08 06 00 F8 FF 00 C7  
0EA000360: 00 04 48 00 00 02 E8 00 00 08 06 00 F8 FF 00 C5  
0EA000370: 00 04 46 00 00 02 E8 00 00 08 06 00 F8 FF 00 C7  
0EA000380: 00 04 48 00 00 02 E8 00 00 08 06 00 F8 FF 00 C5

0EA000390: 00 04 45 00 00 02 E8 00 00 08 06 00 F8 FF 00 C8  
0EA0003A0: 00 04 44 00 00 02 E8 00 00 08 06 00 F8 FF 00 C9  
0EA0003B0: 00 04 44 00 00 02 E8 00 00 08 06 00 F8 FF 00 C9  
0EA0003C0: 00 04 44 00 00 02 E8 00 00 08 06 00 F8 FF 00 C9  
0EA0003D0: 00 04 45 00 00 02 E8 00 00 08 06 00 F8 FF 00 C8  
0EA0003E0: 00 04 45 00 00 02 E8 00 00 08 06 00 F8 FF 00 C8  
0EA0003F0: 00 04 46 00 00 02 E8 00 00 08 06 00 F8 FF 00 C7  
0EA000400: 00 04 47 00 00 02 E8 00 00 08 06 00 F8 FF 00 C6  
0EA000410: 00 04 46 00 00 02 E8 00 00 08 06 00 F8 FF 00 C7  
0EA000420: 00 04 47 00 00 02 E8 00 00 08 07 00 F8 FF 00 C5  
0EA000430: 00 04 47 00 00 02 E8 00 00 08 07 00 F8 FF 00 C5  
0EA000440: 00 04 47 00 00 02 E8 00 00 08 07 00 F8 FF 00 C5  
0EA000450: 00 04 46 00 00 02 E8 00 00 08 07 00 F8 FF 00 C6  
0EA000460: 00 04 47 00 00 02 E8 00 00 08 07 00 F8 FF 00 C5  
0EA000470: 00 04 48 00 00 02 E8 00 00 08 07 00 F8 FF 00 C4  
0EA000480: 00 04 47 00 00 02 E8 00 00 08 07 00 F8 FF 00 C5  
0EA000490: 00 04 49 00 00 02 E8 00 00 08 07 00 F8 FF 00 C3  
0EA0004A0: 00 04 47 00 00 02 E9 00 00 08 07 00 F8 FF 00 C4  
0EA0004B0: 00 04 46 00 00 02 E9 00 00 08 07 00 F8 FF 00 C5  
0EA0004C0: 00 04 47 00 00 02 E9 00 00 08 07 00 F8 FF 00 C4  
0EA0004D0: 00 04 48 00 00 02 E9 00 00 08 07 00 F8 FF 00 C3  
0EA0004E0: 00 04 47 00 00 02 E9 00 00 08 07 00 F8 FF 00 C4  
0EA0004F0: 00 04 47 00 00 02 E9 00 00 08 07 00 F8 FF 00 C4  
0EA000500: 00 04 46 00 00 02 E9 00 00 08 07 00 F8 FF 00 C5  
0EA000510: 00 04 46 00 00 02 E9 00 00 08 07 00 F8 FF 00 C5  
0EA000520: 00 04 46 00 00 02 E9 00 00 08 07 00 F8 FF 00 C5  
0EA000530: 00 04 46 00 00 02 E9 00 00 08 07 00 F8 FF 00 C5  
0EA000540: 00 04 46 00 00 02 E9 00 00 08 07 00 F8 FF 00 C5  
0EA000550: 00 04 45 00 00 02 E9 00 00 08 07 00 F8 FF 00 C6  
0EA000560: 00 04 47 00 00 02 E9 00 00 08 07 00 F8 FF 00 C4  
0EA000570: 00 04 46 00 00 02 E9 00 00 08 07 00 F8 FF 00 C5  
0EA000580: 00 04 47 00 00 02 E9 00 00 08 07 00 F8 FF 00 C4  
0EA000590: 00 04 47 00 00 02 E9 00 00 08 07 00 F8 FF 00 C4  
0EA0005A0: 00 04 47 00 00 02 E9 00 00 08 07 00 F8 FF 00 C4  
0EA0005B0: 00 04 49 00 00 02 E9 00 00 08 07 00 F8 FF 00 C2  
0EA0005C0: 00 04 46 00 00 02 E9 00 00 08 07 00 F8 FF 00 C5  
0EA0005D0: 00 04 47 00 00 02 E9 00 00 08 07 00 F8 FF 00 C4  
0EA0005E0: 00 04 46 00 00 02 E9 00 00 08 08 00 F8 FF 00 C4  
0EA0005F0: 00 04 46 00 00 02 E9 00 00 08 08 00 F8 FF 00 C4  
0EA000600: 00 04 47 00 00 02 E9 00 00 08 08 00 F8 FF 00 C3  
0EA000610: 00 04 46 00 00 02 E9 00 00 08 08 00 F8 FF 00 C4  
0EA000620: 00 04 47 00 00 02 E9 00 00 08 08 00 F8 FF 00 C3  
0EA000630: 00 04 45 00 00 02 E9 00 00 08 08 00 F8 FF 00 C5  
0EA000640: 00 04 46 00 00 02 E9 00 00 08 08 00 F8 FF 00 C4  
0EA000650: 00 04 46 00 00 02 E9 00 00 08 08 00 F8 FF 00 C4  
0EA000660: 00 04 47 00 00 02 E9 00 00 08 08 00 F8 FF 00 C3  
0EA000670: 00 04 46 00 00 02 E9 00 00 08 08 00 F8 FF 00 C4  
0EA000680: 00 04 47 00 00 02 E9 00 00 08 08 00 F8 FF 00 C3  
0EA000690: 00 04 46 00 00 02 E9 00 00 08 08 00 F8 FF 00 C4  
0EA0006A0: 00 04 47 00 00 02 E9 00 00 08 08 00 F8 FF 00 C3  
0EA0006B0: 00 04 46 00 00 02 E9 00 00 08 08 00 F8 FF 00 C4  
0EA0006C0: 00 04 46 00 00 02 E9 00 00 08 08 00 F8 FF 00 C4  
0EA0006D0: 00 04 46 00 00 02 E9 00 00 08 08 00 F8 FF 00 C4  
0EA0006E0: 00 04 48 00 00 02 E9 00 00 08 08 00 F8 FF 00 C2  
0EA0006F0: 00 04 47 00 00 02 E9 00 00 08 08 00 F8 FF 00 C3  
0EA000700: 00 04 48 00 00 02 E9 00 00 08 08 00 F8 FF 00 C2  
0EA000710: 00 04 48 00 00 02 E9 00 00 08 08 00 F8 FF 00 C2  
0EA000720: 00 04 41 00 00 02 E8 00 00 08 04 00 F8 FF 00 CE  
0EA000730: 00 04 40 00 00 02 E8 00 00 08 04 00 F8 FF 00 CF  
0EA000740: 00 04 41 00 00 02 E8 00 00 08 04 00 F8 FF 00 CE  
0EA000750: 00 04 3F 00 00 02 E8 00 00 08 04 00 F8 FF 00 D0  
0EA000760: 00 04 40 00 00 02 E8 00 00 08 04 00 F8 FF 00 CF  
0EA000770: 00 04 41 00 00 02 E8 00 00 08 04 00 F8 FF 00 CE  
0EA000780: 00 04 40 00 00 02 E8 00 00 08 04 00 F8 FF 00 CF  
0EA000790: 00 04 41 00 00 02 E8 00 00 08 04 00 F8 FF 00 CE  
0EA0007A0: 00 04 42 00 00 02 E8 00 00 08 04 00 F8 FF 00 CD  
0EA0007B0: 00 04 41 00 00 02 E8 00 00 08 04 00 F8 FF 00 CE  
0EA0007C0: 00 04 43 00 00 02 E8 00 00 08 04 00 F8 FF 00 CC  
0EA0007D0: 00 04 42 00 00 02 E8 00 00 08 04 00 F8 FF 00 CD  
0EA0007E0: 00 04 40 00 00 02 E8 00 00 08 04 00 F8 FF 00 CF  
0EA0007F0: 00 04 43 00 00 02 E8 00 00 08 04 00 F8 FF 00 CC

## Disclaimer of Liability

The users of the CDR product and reviewers of the CDR reports and exported data shall ensure that data and information supplied is applicable to the vehicle, vehicle's system(s) and the vehicle ECU. Robert Bosch LLC and all its directors, officers, employees and members shall not be liable for damages arising out of or related to incorrect, incomplete or misinterpreted software and/or data. Robert Bosch LLC expressly excludes all liability for incidental, consequential, special or punitive damages arising from or related to the CDR data, CDR software or use thereof.

NCIC / TIES ENTRIES MADE BY / DATE:		NCIC / TIES CLEAR MADE BY / DATE:		TN:				
SUBMITTED BY		RECEIVED BY		ORI	YEAR	MONTH	DAY	
OWNER OF PROPERTY <i>Robert Leonard</i>		ADDRESS [REDACTED]		DATE <i>2/22/24</i>		TIME		
DEFENDANT a.				SEX	RACE	D.O.B.		
b.								
ITEMS		SERIAL NO		STORAGE LOCATION	RELEASED TO (SIGNATURE)		DATE	
1 Cell Phone w/ America Flag Case								
<i>RRR JDL</i>								
<i>2982</i>								
TOTAL NO. ITEMS		TOTAL NO. PACKAGES						
CHECKED OUT TO <i>John Wayne Irvin</i>		BY <i>Karen Estache</i>	DATE <i>2/22/24</i>	TIME <i>9:52 AM</i>	RETURNED BY	RECEIVED BY	DATE	TIME
<i>Darren Butler</i>		<i>John Wayne Irvin</i>	<i>3/5/24</i>	<i>10:21 AM</i>				
<i>Sgt. John McFarland</i>		<i>Darren Butler</i>	<i>3/5/24</i>	<i>11:15 AM</i>				
COURT ACTION	CHARGES	DISPOSITION			NATURE OF RELATED REPORTS			
REMARKS:		INVENTORIED BY:			DATE	<b>F I N A L</b>  <b>D I S P N</b>	AUTHORITY	DATE
							RELEASED TO	
							AUCTION	
							DESTRUCTION	

TSI - BLER 6 (7/76)

PROPERTY RECEIPT

RECORD COPY



**TENNESSEE HIGHWAY PATROL  
PROPERTY RECEIPT/RELEASE**

CASE NUMBER		TROOPER	COUNTY	EVENT DATE / TIME
		<i>McFarland</i>		/ /
ITEM #	QUANTITY	DESCRIPTION OF ITEM(S)		IDENTIFYING #'S
1	1	Deputy Leonard, Cell phone - PW 042788		
<p>Released By: <i>John McFarland</i> Signature <i>John McFarland</i> Print Name      Date: <i>4/2/24</i>      Released To: <i>Tim Sutherland</i> Signature <i>Tim Sutherland</i> Print Name      Date: <i>4/2/24</i></p> <p>Released By: <i>John McFarland</i> Signature <i>John McFarland</i> Print Name      Date: <i>4/16/24</i>      Released To: <i>Tim Sutherland</i> Signature <i>Tim Sutherland</i> Print Name      Date: <i>4/16/24</i></p> <p>Released By: <i>John McFarland</i> Signature <i>John McFarland</i> Print Name      Date: <i>4/19/24</i>      Released To: <i>Sgt. John McFarland</i> Signature <i>John McFarland</i> Print Name      Date: <i>4/19/24</i></p> <p>Released By: _____ Signature _____ Date: _____ Released To: _____ Signature _____ Date: _____</p>				

**COMPLETE EACH TIME CHAIN OF CUSTODY IS DONE**

Original (Case File), Canary (Evidence Custodian), Pink (Member), Goldenrod (Person)

Page 1 of 1

# Leonard iPhone Review

Sergeant James Knipper  
Tennessee Highway Patrol

\*\*DRAFT ANALYSIS – NOT A FINISHED PRODUCT/NOT FOR TESTIMONY\*\*

Professionalism • Integrity • Pride • Loyalty • Duty • Honor • Respect



# Device Information

Apple iPhone 14 Plus

Apple ID: @icloud.com  
MSISDN

Extraction Completed: 04/02/24, (Full File System; Graykey)

Derivative Evidence: 1 USB containing raw extraction/generated report

Professionalism • Integrity • Pride • Loyalty • Duty • Honor • Respect



# Summary

The following is a summary of the data provided by the phone. The full Cellebrite Report will have additional information.

My analysis focused on the timeframe of the incident:

- Initial Meigs County call received at 21:32:45 PM of suspicious person “jumping into traffic” on State Highway 60.
- Leonard in area of call at 21:46:37 PM / Arrives on scene at 21:48:01 PM
- Meigs County 911 CAD report notes arrest of female at 21:54:25 PM
- Meigs County dispatches other units to the area to search for Leonard and female
- , (arrive around 22:18:49 PM)

Professionalism • Integrity • Pride • Loyalty • Duty • Honor • Respect



# Bluetooth Connections

2/14/24: Device “MCC9-1032-BLK”  
connected at 09:46:07 PM  
-Disconnected at 10:04:33 PM

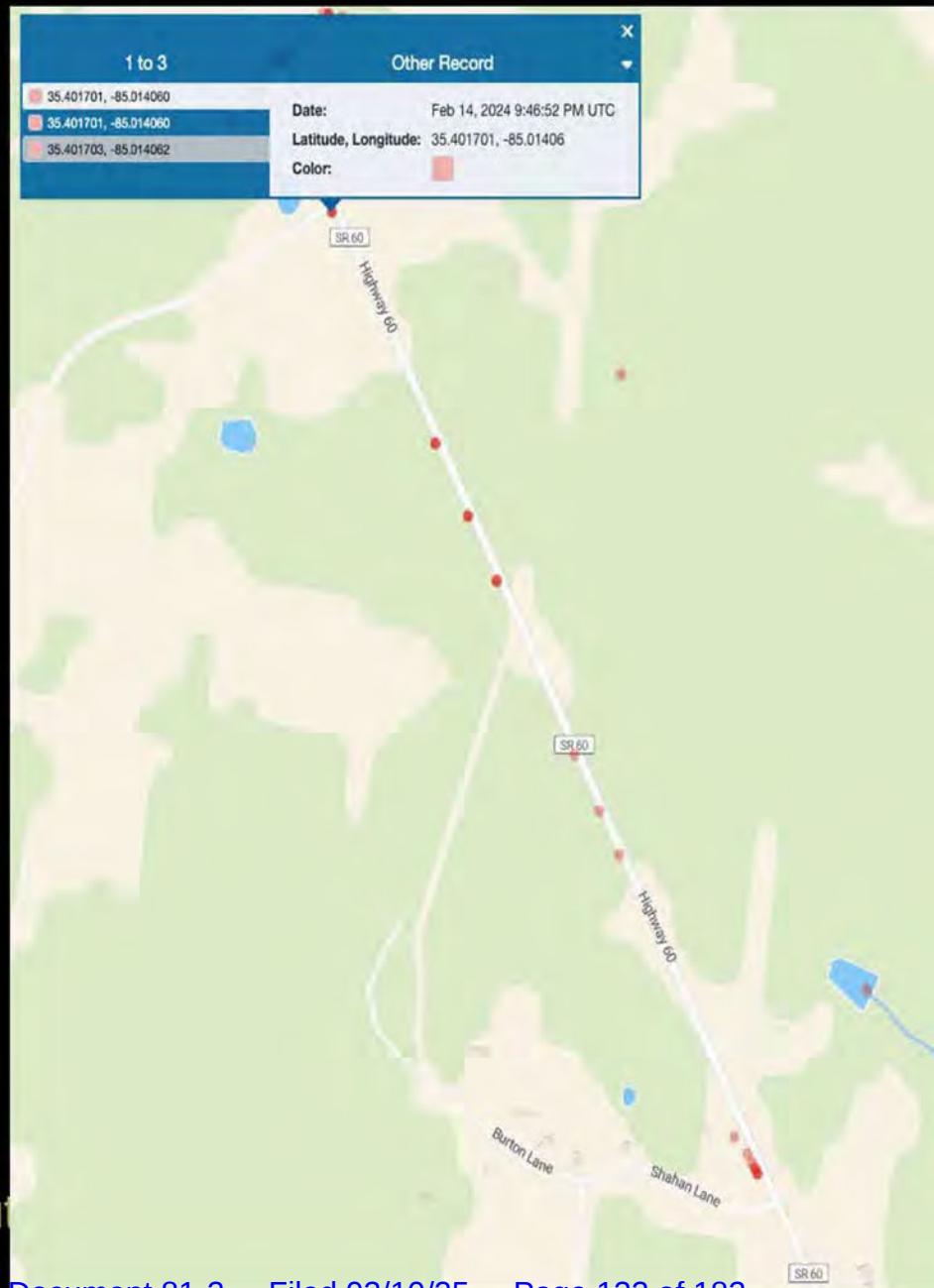
Device MCC9-1032-BLK was identified as a  
Bluetooth FM Transmitter.

Approximate location during connection →



Profession

• Loyalty • Dut



# Call Records

2/14/24 @ 09:57:07 PM

Outgoing call to

“Cornbread” for 48 seconds

No other call history noted after the above call. Previous call was at 08:57 PM.

Professionalism • Integrity • Pride • Loyalty • Duty • Honor • Respect



# Messaging Records

iPhone Messages between Leonard and who appears to be his wife.

Leonard sends a text message at 10:03:12 PM, "Arrest."

Wife sends a text message back and is received by the device at 10:05:30 PM, "Noice". The message is not read by Leonard on his device, (he was in the lake at this time).

Other Facebook message communication between Leonard and Ben Christian is attached as a PDF. Communication occurs between 09:53:38 PM – 09:59:32 PM

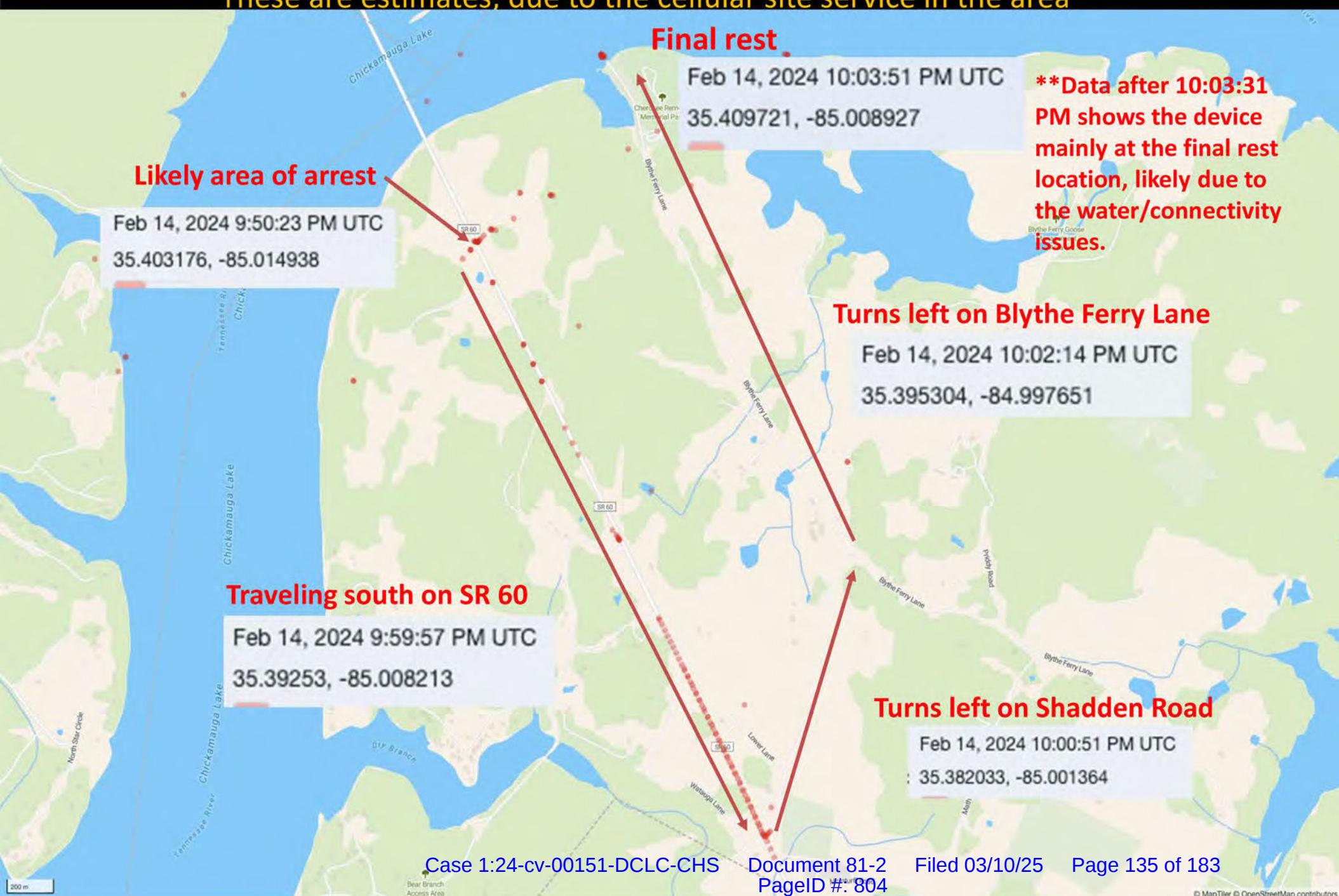
Leonard (Profile Picture) +1 (423) 464-0665 Arrest.  
2/14/2024 10:03:12 PM(UTC-5)  
[Sources \(3\)](#)

Hooker (Profile Picture) Noice  
2/14/2024 10:05:30 PM(UTC-5)  
[Sources \(2\)](#)

Case 1:24-cv-00151-DCLC-CHS Document 81-2 Filed 03/10/25 Page 134 of 183

# Location Data

\*\*These are estimates, due to the cellular site service in the area\*\*







*Tiffanie Morgan*  
TIFFANIE MORGAN  
FINANCIAL RESPONSIBILITY

SMITH, TABATHA MARIE  
[REDACTED]  
DECATUR, TN 373225800

Current Date: 02/27/2024  
ID Name:  
Control No.: L1357767248

### For Government Use Only

Dr Lic No: [REDACTED] Birth Date: [REDACTED] 1989 Lic Class: ID\*\* Endrse:

Issue Date: 10/19/2023 Expiration Date: 11/19/2028

Eyes: Hazel Hair: Brown Sex: Female Race: White Height: 5' 08" Weight: 161

Non-CDL Status: Revoked CDL Status: None

Non-CDL Eligibility Date: N/A CDL Eligibility Date: N/A

Requested Information: N/A

Restrictions:

Contains entire record.

Former State/Lic No: / Unknown

Event Date	Action Date	Action Code	Location	Date Received	Speed MPH/Zone	Case Number	Document Cntrl Number
07/22/2013	02/03/2015	REV	Meigs	01/27/2015	0/0	55555860041	
				FAIL TO SATISFY FINE/COSTS/TAXES ON CRIMINAL OFF NCL REVOCATION FROM 02/03/2015 TO INDEFINITE CASE NUMBER : 13CR42B REINSTATED: 00/00/0000			
10/10/2013	02/02/2015	REV	Meigs County GS Clerk	02/19/2015	0/0	55555879931	
				FAIL TO SATISFY FINE/COSTS/TAXES ON CRIMINAL OFF NCL REVOCATION FROM 02/02/2015 TO INDEFINITE CASE NUMBER : 13CR987 REINSTATED: 00/00/0000			
05/18/2014	05/18/2014	D51	TN - Tennessee	06/05/2014	0/0	00000131411	
				FAIL TO PAY CHILD SUPPORT			
	05/18/2014	SUS	TN - Tennessee	06/05/2014	0/0	00000131411	
				FAILURE TO PAY CHILD SUPPORT NCL SUSPENSION FROM 05/18/2014 TO 06/18/2019 REINSTATED: 06/18/2019			
10/04/2012	05/02/2014	REV	Meigs	04/25/2014	0/0	55555884216	
				FAIL TO SATISFY FINE/COSTS/TAXES ON CRIMINAL OFF NCL REVOCATION FROM 05/02/2014 TO INDEFINITE CASE NUMBER : 09TR536 REINSTATED: 00/00/0000			
10/04/2012	05/02/2014	REV	Meigs	04/25/2014	0/0	55555880324	
				FAIL TO SATISFY FINE/COSTS/TAXES ON CRIMINAL OFF NCL REVOCATION FROM 05/02/2014 TO INDEFINITE CASE NUMBER : 12CR699 REINSTATED: 00/00/0000			
12/08/2011	05/02/2014	REV	Meigs	04/25/2014	0/0	55555884185	
				FAIL TO SATISFY FINE/COSTS/TAXES ON CRIMINAL OFF NCL REVOCATION FROM 05/02/2014 TO INDEFINITE CASE NUMBER : 9CR1221 REINSTATED: 00/00/0000			
02/15/2013	03/13/2014	REV	Bradley	03/06/2014	0/0	55555635381	
				FAIL TO SATISFY FINE/COSTS/TAXES ON CRIMINAL OFF NCL REVOCATION FROM 03/13/2014 TO INDEFINITE CASE NUMBER : M10069 REINSTATED: 00/00/0000			



I HEREBY CERTIFY THIS TO BE A TRUE  
AND CORRECT COPY OF THE RECORD  
ON FILE WITH THIS DEPARTMENT.

*Tiffanie Morgan*  
TIFFANIE MORGAN  
FINANCIAL RESPONSIBILITY

SMITH, TABATHA MARIE  
[REDACTED]  
DECATUR, TN 373225800

Current Date: 02/27/2024  
ID Name:  
Control No.: L1357767248

### For Government Use Only

Dr Lic No: [REDACTED] Birth Date: [REDACTED] 1989 Lic Class: ID\*\* Endrse:

Issue Date: 10/19/2023 Expiration Date: 11/19/2028

Eyes: Hazel Hair: Brown Sex: Female Race: White Height: 5' 08" Weight: 161

Non-CDL Status: Revoked CDL Status: None

Non-CDL Eligibility Date: N/A CDL Eligibility Date: N/A

Requested Information: N/A

Restrictions:

Contains entire record.

Former State/Lic No: / Unknown

Event Date	Action Date	Action Code	Location	Date Received	Speed MPH/Zone	Case Number	Document Cntrl Number
09/07/2012	12/02/2013	REV	Hamilton	11/25/2013	0/0		33222090362
				FAIL TO SATISFY FINE/COSTS/TAXES ON CRIMINAL OFF NCL REVOCATION FROM 12/02/2013 TO INDEFINITE CASE NUMBER : 1483060 REINSTATED: 00/00/0000			
10/26/2013	10/26/2013	D51	TN - Tennessee	11/16/2013	0/0		00000131411
			FAIL TO PAY CHILD SUPPORT				
	10/26/2013	SUS	TN - Tennessee	11/16/2013	0/0		00000131411
			FAILURE TO PAY CHILD SUPPORT NCL SUSPENSION FROM 10/26/2013 TO 06/18/2019 REINSTATED: 06/18/2019				
05/19/2013	05/19/2013	D51	TN - Tennessee	06/24/2013	0/0		00000131411
			FAIL TO PAY CHILD SUPPORT				
	05/19/2013	SUS	TN - Tennessee	06/24/2013	0/0		00000131411
			FAILURE TO PAY CHILD SUPPORT NCL SUSPENSION FROM 05/19/2013 TO 06/18/2019 REINSTATED: 06/18/2019				
10/23/2011	10/23/2011	D51	TN - Tennessee	11/11/2011	0/0		00000131411
			FAIL TO PAY CHILD SUPPORT				
	10/23/2011	SUS	TN - Tennessee	11/11/2011	0/0		00000131411
			FAILURE TO PAY CHILD SUPPORT NCL SUSPENSION FROM 10/23/2011 TO 06/18/2019 REINSTATED: 06/18/2019				
	12/14/2009	SUS	Meigs	12/14/2009	0/0		93001100068
			FAILURE TO FILE ACCIDENT REPORT NCL SUSPENSION FROM 12/14/2009 TO INDEFINITE CRASH DATE: 08/08/2009 REINSTATED: 00/00/0000				
	12/14/2009	REV	Meigs	12/14/2009	0/0		00900045282
			FAILURE TO COMPLY WITH FINANCIAL RESPONSIBILITY NCL REVOCATION FROM 12/14/2009 TO INDEFINITE CRASH DATE: 08/08/2009 REINSTATED: 00/00/0000				



I HEREBY CERTIFY THIS TO BE A TRUE  
AND CORRECT COPY OF THE RECORD  
ON FILE WITH THIS DEPARTMENT.

*Tiffanie Morgan*  
TIFFANIE MORGAN  
FINANCIAL RESPONSIBILITY

SMITH, TABATHA MARIE  
[REDACTED]  
DECATUR, TN 373225800

Current Date: 02/27/2024  
ID Name:  
Control No.: L1357767248

### For Government Use Only

Dr Lic No: [REDACTED] Birth Date: [REDACTED] 1989 Lic Class: ID\*\* Endrse:

Issue Date: 10/19/2023 Expiration Date: 11/19/2028

Eyes: Hazel Hair: Brown Sex: Female Race: White Height: 5' 08" Weight: 161

Non-CDL Status: Revoked CDL Status: None

Non-CDL Eligibility Date: N/A CDL Eligibility Date: N/A

Requested Information: N/A

Restrictions:

Contains entire record.

Former State/Lic No: / Unknown

Event Date	Action Date	Action Code	Location	Date Received	Speed MPH/Zone	Case Number	Document Cntrl Number
11/04/2009	11/12/2009	A25	Meigs County GS Clerk	11/24/2009	0/0		55555115371
DRIVING WHILE IMPAIRED							
	11/12/2009	SUS	Meigs County GS Clerk	11/24/2009	0/0		55555115371
DRIVING WHILE IMPAIRED NCL SUSPENSION FROM 11/12/2009 TO 11/12/2010 REINSTATED: 00/00/0000							
08/08/2009	08/08/2009	ACC	Meigs County	08/17/2009	0/0		00900045282
PERSONAL INJURY ACCIDENT CRASH REPORT #: 0045282							
07/31/2009	04/01/2010	A25	Meigs County GS Clerk	04/07/2010	0/0		55555253747
DRIVING WHILE IMPAIRED							
	04/01/2010	SUS	Meigs County GS Clerk	04/07/2010	0/0		55555253747
DRIVING WHILE IMPAIRED NCL SUSPENSION FROM 04/01/2010 TO 04/01/2011 REINSTATED: 00/00/0000							
07/31/2009	12/08/2009	D56	Meigs County GS Clerk	12/08/2009	0/0		55555135779
FAIL TO ANS/PAY ORIG VIOL CASE NUMBER: 701966D							
	01/15/2010	SUS	Meigs County GS Clerk	12/08/2009	0/0		55555135779
FAILURE TO ANSWER/PAY ORIGINAL VIOLATION NCL SUSPENSION FROM 01/15/2010 TO 04/01/2010 REINSTATED: 00/00/0000							
07/31/2009	12/08/2009	D45	Meigs County GS Clerk	12/08/2009	0/0		55555135999
FAIL APPEAR TRIAL/COURT CASE NUMBER: 701966T							



*Tiffanie Morgan*  
TIFFANIE MORGAN  
FINANCIAL RESPONSIBILITY

SMITH, TABATHA MARIE  
[REDACTED]  
DECATUR, TN 373225800

Current Date: 02/27/2024  
ID Name:  
Control No.: L1357767248

### For Government Use Only

Dr Lic No: [REDACTED] Birth Date: [REDACTED] 1989 Lic Class: ID\*\* Endrse:

Issue Date: 10/19/2023 Expiration Date: 11/19/2028

Eyes: Hazel Hair: Brown Sex: Female Race: White Height: 5' 08" Weight: 161

Non-CDL Status: Revoked CDL Status: None

Non-CDL Eligibility Date: N/A CDL Eligibility Date: N/A

Requested Information: N/A

Restrictions:

Contains entire record.

Former State/Lic No: / Unknown

Event Date	Action Date	Action Code	Location	Date Received	Speed MPH/Zone	Case Number	Document Cntrl Number
	01/15/2010	SUS	Meigs County GS 12/08/2009 Clerk	0/0			55555135999
FAILURE TO APPEAR TRIAL/COURT NCL SUSPENSION FROM 01/15/2010 TO 04/05/2010 REINSTATED: 00/00/0000							
07/31/2009	12/08/2009	D56	Meigs County GS 12/08/2009 Clerk	0/0			55555135911
FAIL TO ANS/PAY ORIG VIOL CASE NUMBER: 797750F							
	01/15/2010	SUS	Meigs County GS 12/08/2009 Clerk	0/0			55555135911
FAILURE TO ANSWER/PAY ORIGINAL VIOLATION NCL SUSPENSION FROM 01/15/2010 TO INDEFINITE REINSTATED: 00/00/0000							
07/31/2009	12/08/2009	D56	Meigs County GS 12/08/2009 Clerk	0/0			55555135990
FAIL TO ANS/PAY ORIG VIOL CASE NUMBER: 797802F							
	01/15/2010	SUS	Meigs County GS 12/08/2009 Clerk	0/0			55555135990
FAILURE TO ANSWER/PAY ORIGINAL VIOLATION NCL SUSPENSION FROM 01/15/2010 TO 04/01/2010 REINSTATED: 00/00/0000							
07/31/2009	12/08/2009	D56	Meigs County GS 12/08/2009 Clerk	0/0			55555135890
FAIL TO ANS/PAY ORIG VIOL CASE NUMBER: 701966Y							
	01/15/2010	SUS	Meigs County GS 12/08/2009 Clerk	0/0			55555135890
FAILURE TO ANSWER/PAY ORIGINAL VIOLATION NCL SUSPENSION FROM 01/15/2010 TO 04/05/2010 REINSTATED: 00/00/0000							
01/13/2004	03/01/2004	SUS	Meigs	03/04/2004	0/0		40202040455
TRUANCY LAW VIOLATION NCL SUSPENSION FROM 03/01/2004 TO 09/09/2008 REINSTATED: 09/09/2008							



I HEREBY CERTIFY THIS TO BE A TRUE  
AND CORRECT COPY OF THE RECORD  
ON FILE WITH THIS DEPARTMENT.

*Tiffanie Morgan*  
TIFFANIE MORGAN  
FINANCIAL RESPONSIBILITY

SMITH, TABATHA MARIE  
[REDACTED]  
DECATUR, TN 373225800

Current Date: 02/27/2024  
ID Name:  
Control No.: L1357767248

### For Government Use Only

Dr Lic No: [REDACTED] Birth Date: [REDACTED] 1989 Lic Class: ID\*\* Endrse:

Issue Date: 10/19/2023 Expiration Date: 11/19/2028

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Requested Information: N/A

Restrictions:

Contains entire record.

Former State/Lic No: / Unknown

Event Date	Action Date	Action Code	Location	Date Received	Speed MPH/Zone	Case Number	Document Cntrl Number
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Tennessee State Law Requires the Department of Safety to Record all Reportable Motor Vehicle Accidents. Accident Involvement Indicated on this Report Does Not Necessarily Mean the Individual was at Fault or Given a Citation.



# REGIONAL FORENSIC CENTER

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## KNOX COUNTY

2761 Sullins Street, Knoxville, TN 37919 • Phone: 865-215-8000 • Fax: 865-215-8001

### Final Autopsy Report

---

Patient: **SMITH, TABITHA M**

Accession #: **240215-842**

DOB/Gender: [REDACTED] 1989 (Age 35) F

Client: Meigs County

Authorized by: Shane Roberts, MD

Date of Death: 02/15/2024 12:10

Relationship to Patient: Meigs County Medical Examiner

Date of Autopsy: 02/16/2024 09:21

Restrictions: None

Reported: 03/05/2024

Persons Attending Autopsy:

#### Narrative

This 35-year-old woman, Tabitha M. Smith, died of drowning. The manner of death is accident.

By report, Ms. Smith and officer Robert J. Leonard (MDILog# 240216-58) both drowned after his patrol vehicle ended up in the Tennessee River.

An autopsy revealed no significant/immediately lethal natural disease or significant injuries (other than drowning) to explain death. Postmortem femoral blood was sent for toxicologic analysis and is noncontributory. See separate toxicology report by NMS Labs.

A handwritten signature in black ink that appears to read "Christopher Lochmuller".

---

Christopher Lochmuller, MD

Board Certified Forensic Pathologist

Deputy Chief Medical Examiner for Knox and Anderson Counties

## Final Anatomic Diagnosis

- I. Drowning
  - A. Postmortem toxicology is noncontributory
    1. See separate toxicology report by NMS Labs
  - B. No significant physical injuries (other than drowning) were seen to explain death
  - C. No significant/immediately lethal natural disease was seen
  - D. Small volume of aspirated fluid recovered from sphenoid sinus

## Gross Description

### **EXTERNAL EXAMINATION**

The body is that of a well-developed, well-nourished, adult, white female who weighs 154 pounds, is 65 inches in length, and appears compatible with the stated age of 35 years. There is a morgue identification band and a transportation identification band secured around the right leg.

The body is received clad in a jacket, two long sleeve shirts, a pair of overalls, a pair of underwear, a pair of socks, and a shoe on the left foot. Additional personal items that accompanied the body are listed on the property/evidence log. The decedent is handcuffed behind her back.

The body is cold (refrigerated). Rigor mortis is fully fixed. Fixed, purple-red livor mortis extends over both the anterior and the posterior surfaces of the body, except in areas exposed to pressure. The scalp hair is dark brown, wavy, and long. The corneas are translucent. The irises are brown. The pupils are round. The conjunctivae are moderately congested and the sclerae are white. No petechial hemorrhages are seen on the conjunctivae or face. The nose, ears, and lips are normally developed. The teeth are natural and in adequate to poor condition. The neck is unremarkable. The thorax is well developed and symmetrical. The breasts are symmetrical and without a palpable mass. The abdomen is flat. The spine is normally formed and the surface of the back is free of lesions. The anus is free of lesions. The external genitalia are those of a normal, adult female without trauma. The upper and lower extremities are well developed and symmetrical, without the absence of any digits.

### **IDENTIFYING MARKS, SCARS, AND TATTOOS:**

- The lower back and the back of the neck each have a tattoo.
- The extremities have several tattoos.

**EVIDENCE OF THERAPEUTIC INTERVENTION:** None readily apparent.

### EVIDENCE OF INJURY:

**DESCRIPTION OF DROWNING:** Adult female recovered from flooded patrol car in Tennessee River. Aspiration of sphenoid sinus recovered 1 mL of clear fluid. Postmortem toxicology is noncontributory. No other significant physical injuries were seen. No significant/immediately lethal natural disease was seen to explain death. The body and clothing are wet and coated with mud.

### **INTERNAL EXAMINATION**

**BODY CAVITIES:** There are no adhesions or abnormal collections of fluid in any of the body cavities. All of the body organs are in a normal (anatomic) position. The serous surfaces are smooth and glistening.

**CENTRAL NERVOUS SYSTEM:** The brain weighs 1330 grams. The dura mater and falk cerebri are intact and not adherent to the brain. The leptomeninges are thin and transparent. There is no epidural, subdural, or subarachnoid hemorrhage. The cerebral hemispheres are symmetrical and congested. The structures at the base of the brain, including cranial nerves and blood vessels, are free of abnormality. Sections through the cerebral hemispheres reveal no lesions within the cortex, subcortical white matter, or deep parenchyma of either hemisphere. The cerebral ventricles are of normal caliber. Sections through the brainstem and cerebellum reveal no lesions.

**NECK:** Examination of the soft tissues of the neck, including the strap muscles and large vessels, reveals no abnormalities. The hyoid bone and larynx are intact. The tongue is normal.

**CARDIOVASCULAR SYSTEM:** The heart weighs 290 grams. The pericardial sac is free of significant fluid or adhesions. The pericardial surfaces are smooth and glistening. The coronary arteries arise normally and follow the distribution of a right dominant pattern without significant atherosclerosis.

The atria and ventricles are not dilated. The valves are normally formed, thin, pliable, and free of vegetations and degenerative changes. The myocardium is dark red-brown, firm, and free of focal or regional fibrosis, erythema, hemorrhage, pallor, or softening. The atrial and ventricular septa are intact and the septa and free walls are free of muscular bulges.

The aorta and its major branches arise normally and follow the usual course with diffuse, mild aortic atherosclerosis. The ostia of the major aortic vascular branches are patent. The venae cavae and its major tributaries are patent and return to the heart in the usual distribution and are unremarkable.

**RESPIRATORY SYSTEM:** The right and left lungs weigh 650 grams and 630 grams, respectively. The upper and lower airways are unobstructed and the mucosal surfaces are smooth and yellow-tan. The pleural surfaces are smooth and glistening. The pulmonary parenchyma is purple-red and the cut surfaces exude a moderate amount of frothy fluid. The pulmonary arteries are normally developed and without thromboemboli and atherosclerosis. There is no saddle embolus on the in situ examination of the pulmonary trunk.

**HEPATOBILIARY SYSTEM:** The liver weighs 2040 grams. The hepatic capsule is smooth, glistening, and intact, covering brown parenchyma. The cut surfaces are unremarkable. The gallbladder contains 25 mL of bile and no stones. The gallbladder mucosa is unremarkable. The extrahepatic biliary tree is patent.

**ALIMENTARY TRACT:** The esophagus is lined by grey-white, smooth mucosa. The serosa of the stomach is smooth and glistening. The gastric lumen contains 200 mL of tan fluid mixed with partially digested food fragments. The gastric mucosa is tan, glistening, and partially autolyzed. The serosa of the small bowel and colon is smooth and glistening. The small bowel contains enteric fluid and partially digested food fragments and the colon contains semi-formed stool. The mucosa of the small bowel and colon is tan and glistening with no lesions. The appendix is present. The pancreas is autolyzed with a red-light brown discoloration.

**RETICULOENDOTHELIAL SYSTEM:** The spleen weighs 120 grams and has a smooth, intact capsule covering red-purple, moderately firm parenchyma. The splenic white pulp is inconspicuous. The rib bone marrow is red-purple.

**GENITOURINARY TRACT:** The right and left kidneys weigh 150 grams and 160 grams, respectively. The renal capsules are smooth, thin, semitransparent, and strip with ease from the underlying smooth, red-brown, firm, cortical surfaces. The cortices are of normal thickness and delineated from the medullary pyramids. The

calyces, pelvis, and ureters are non-dilated and free of stones. The urinary bladder is empty. The bladder mucosa is grey-tan and smooth. The vagina, cervix, uterus, fallopian tubes, and ovaries are unremarkable.

**ENDOCRINE SYSTEM:** The pituitary gland is not enlarged. The thyroid gland is of normal position, size, color, and texture. The adrenal glands have a normal shape with a grey medulla and a yellow cortex.

**MUSCULOSKELETAL SYSTEM:** The bony framework, supporting musculature, and soft tissues are not unusual. The cervical spinal column is stable on internal palpation.

**ADDITIONAL STUDIES:**

- Full-body (FOBOS) radiographs.
- Fingernail clippings.
- Fingerprint comparison for confirmation of identity.
- Dipstick analysis of the vitreous fluid was negative for elevated glucose and for the presence of ketones.
- Aspiration of sphenoid sinus.

**Toxicology Report**
**Report Issued** 03/03/2024 16:00

**To:** 10511  
 Knox County Medical Examiner's Office  
 2761 Sullins Street

Knoxville, TN 37919

**Patient Name** Smith, Tabitha M  
**Patient ID** 240215-842  
**Chain** 240215-842  
**DOB** 01/03/1989  
**Sex** Female  
**Workorder** 24070248

Page 1 of 4

**Positive Findings:**

<b>Analyte</b>	<b>Result</b>	<b>Units</b>	<b>Matrix Source</b>
Caffeine	Presump Pos	mcg/mL	001 - Femoral Blood
Cotinine	Presump Pos	ng/mL	001 - Femoral Blood
Nicotine	Presump Pos	ng/mL	001 - Femoral Blood
Delta-9 Carboxy THC	5.1	ng/mL	001 - Femoral Blood
Delta-9 THC	0.76	ng/mL	001 - Femoral Blood
Amphetamine	35	ng/mL	001 - Femoral Blood
Methamphetamine	38	ng/mL	001 - Femoral Blood

See Detailed Findings section for additional information

Agency Case Number: 240215-842

**Testing Requested:**

<b>Test</b>	<b>Test Name</b>
8052B	Postmortem, Expanded, Blood (Forensic)

**Specimens Received:**

<b>ID</b>	<b>Tube/Container</b>	<b>Volume/ Mass</b>	<b>Collection Date/Time</b>	<b>Matrix Source</b>	<b>Labeled As</b>
001	Gray Stopper Glass Tube	11 mL	02/16/2024 10:00	Femoral Blood	240215-842
002	Lavender (Purple) Stopper Plastic Tube	10 mL	02/16/2024 10:00	Femoral Blood	240215-842

All sample volumes/weights are approximations.

Specimens received on 02/17/2024.

**Detailed Findings:**

<b>Analysis and Comments</b>	<b>Result</b>	<b>Units</b>	<b>Rpt. Limit</b>	<b>Specimen Source</b>	<b>Analysis By</b>
Caffeine	Presump Pos	mcg/mL	0.20	001 - Femoral Blood	LC/TOF-MS
	This test is an unconfirmed screen. Confirmation by a more definitive technique such as GC/MS is recommended.				
Cotinine	Presump Pos	ng/mL	200	001 - Femoral Blood	LC/TOF-MS
	This test is an unconfirmed screen. Confirmation by a more definitive technique such as GC/MS is recommended.				
Nicotine	Presump Pos	ng/mL	100	001 - Femoral Blood	LC/TOF-MS
	This test is an unconfirmed screen. Confirmation by a more definitive technique such as GC/MS is recommended.				
Delta-9 Carboxy THC	5.1	ng/mL	5.0	001 - Femoral Blood	LC-MS/MS
Delta-9 THC	0.76	ng/mL	0.50	001 - Femoral Blood	LC-MS/MS
Amphetamine	35	ng/mL	5.0	001 - Femoral Blood	LC-MS/MS
Methamphetamine	38	ng/mL	5.0	001 - Femoral Blood	LC-MS/MS

**Other than the above findings, examination of the specimen(s) submitted did not reveal any positive findings of toxicological significance by procedures outlined in the accompanying Analysis Summary.**

**Reference Comments:**
**1. Amphetamine - Femoral Blood:**

Amphetamine (Adderall, Dexedrine) is a central nervous system stimulant. Amphetamine is also a metabolite of methamphetamine, benzphetamine and selegiline. It is used therapeutically in the treatment of narcolepsy and obesity and also in the treatment of attention-deficit hyperactivity disorder (ADHD). Amphetamine has a high potential for abuse. At low doses, amphetamine causes mild stimulation, offset of fatigue, and increase in alertness. It also causes changes in attitude, judgment and impulsivity. At higher doses, amphetamine causes euphoria, excitation, agitation, hypervigilance, rapid speech, dilated pupils which react slowly to light and increased motor restlessness. Pulse and blood pressure may be elevated. Withdrawal from amphetamine following abuse can result in extreme fatigue and uncontrollable sleepiness, agitation, and depression. In the treatment of narcolepsy, amphetamine is administered in daily divided doses of 5 to 60 mg. In abuse doses of several grams may be used on a daily basis in 'runs' lasting a week or more.

Following a single oral dose of 10 mg amphetamine sulfate, a reported peak blood concentration of 40 ng/mL was reached at 2 hr. Following a single 30 mg dose to adults, an average peak plasma level of 100 ng/mL was reported at 2.5 hr. A steady-state blood level of 2000-3000 ng/mL was reported in an addict who consumed approximately 1000 mg daily.

Overdose with amphetamine can produce restlessness, hyperthermia, convulsions, hallucinations, respiratory and/or cardiac failure. Reported blood concentrations in amphetamine-related fatalities ranged from 500-41000 ng/mL (mean 9000 ng/mL).

**2. Delta-9 Carboxy THC (Inactive Metabolite) - Femoral Blood:**

Delta-9 THC is the principle psychoactive ingredient of marijuana/hashish. Delta-9 carboxy THC (THCC) is the inactive metabolite of THC. The usual peak concentrations in serum for 1.75% or 3.55% THC marijuana cigarettes are 10-101 ng/mL attained 32 to 240 minutes after beginning smoking, with a slow decline thereafter. The ratio of whole blood concentration to plasma concentration is unknown for this analyte. THCC may be detected for up to one day or more in blood. Both delta-9-THC and THCC may be present substantially longer in chronic users. THCC is usually not detectable after passive inhalation.

**Reference Comments:**
**3. Delta-9 THC (Active Ingredient of Marijuana) - Femoral Blood:**

Delta-9 THC is the principle psychoactive ingredient of marijuana (cannabis, hashish). It is also the active component of the prescription medication Marinol®. Marijuana use causes relaxation, distorted perception, euphoria and feelings of well being, along with confusion, dizziness, somnolence, ataxia, speech difficulties, lethargy and muscular weakness.

After smoking a user-preferred 300 mcg/kg dose average plasma THC concentrations at 35 minutes were reported at 16.1 (range 4.7-30.9) ng/mL, and had declined to 1.5 (range 0.4-3.2) ng/mL after 190 minutes. Usual peak levels in serum for 1.75% or 3.55% THC marijuana cigarettes: 50-270 ng/mL at 6 to 9 minutes after beginning smoking, decreasing to less than 5 ng/mL by 2 hrs. Whole blood THC concentrations are typically half those in a corresponding plasma sample.

**4. Methamphetamine - Femoral Blood:**

d-Methamphetamine is a DEA schedule II stimulant drug capable of causing hallucinations, aggressive behavior and irrational reactions. Chemically, there are two forms (isomers) of methamphetamine: L- and d-methamphetamine. The L-isomer is used in non-prescription inhalers as a decongestant and has weak CNS-stimulatory activity. The d-isomer has been used therapeutically as an anorexigenic agent in the treatment of obesity and has potent CNS-, cardiac- and circulatory-stimulatory activity. Amphetamine and norephedrine (phenylpropanolamine) are metabolites of methamphetamine. d-Methamphetamine is an abused substance because of its stimulatory effects and is also addictive.

A peak blood concentration of methamphetamine of 20 ng/mL was reported at 2.5 hr after an oral dosage of 12.5 mg. Blood levels of 200-600 ng/mL have been reported in methamphetamine abusers who exhibited violent and irrational behavior. High doses of methamphetamine can also elicit restlessness, confusion, hallucinations, circulatory collapse and convulsions.

\*In this case, the level of methamphetamine determined has not been differentiated according to its isomeric forms. Differentiation of the isomers of methamphetamine is available upon request.

**Sample Comments:**

001 Physician/Pathologist Name: Chris Lochmuller

Unless alternate arrangements are made by you, the remainder of the submitted specimens will be discarded one (1) year from the date of this report; and generated data will be discarded five (5) years from the date the analyses were performed.

Workorder 24070248 was electronically signed on 03/03/2024 15:23 by:



Kristopher W. Graf, M.S., D-ABFT-FT  
Forensic Toxicologist

**Analysis Summary and Reporting Limits:**

All of the following tests were performed for this case. For each test, the compounds listed were included in the scope. The Reporting Limit listed for each compound represents the lowest concentration of the compound that will be reported as being positive. If the compound is listed as None Detected, it is not present above the Reporting Limit. Please refer to the Positive Findings section of the report for those compounds that were identified as being present.

Test 52198B - Cannabinoids Confirmation, Blood - Femoral Blood

-Analysis by High Performance Liquid Chromatography/ Tandem Mass Spectrometry (LC-MS/MS) for:

Analyte	Rpt. Limit	Analyte	Rpt. Limit
11-Hydroxy Delta-9 THC	1.0 ng/mL	Delta-9 THC	0.50 ng/mL
Delta-9 Carboxy THC	5.0 ng/mL		

**Analysis Summary and Reporting Limits:**

Test 52483B - Amphetamines Confirmation, Blood - Femoral Blood

-Analysis by High Performance Liquid Chromatography/ Tandem Mass Spectrometry (LC-MS/MS) for:

<u>Analyte</u>	<u>Rpt. Limit</u>	<u>Analyte</u>	<u>Rpt. Limit</u>
Amphetamine	5.0 ng/mL	Methamphetamine	5.0 ng/mL
Ephedrine	5.0 ng/mL	Norpseudoephedrine	5.0 ng/mL
MDA	5.0 ng/mL	Phentermine	5.0 ng/mL
MDEA	5.0 ng/mL	Phenylpropanolamine	20 ng/mL
MDMA	5.0 ng/mL	Pseudoephedrine	5.0 ng/mL

Test 8052B - Postmortem, Expanded, Blood (Forensic) - Femoral Blood

-Analysis by Enzyme-Linked Immunosorbent Assay (ELISA) for:

<u>Analyte</u>	<u>Rpt. Limit</u>	<u>Analyte</u>	<u>Rpt. Limit</u>
Barbiturates	0.040 mcg/mL	Gabapentin	5.0 mcg/mL
Cannabinoids	10 ng/mL	Salicylates	120 mcg/mL

-Analysis by Headspace Gas Chromatography (GC) for:

<u>Analyte</u>	<u>Rpt. Limit</u>	<u>Analyte</u>	<u>Rpt. Limit</u>
Acetone	5.0 mg/dL	Isopropanol	5.0 mg/dL
Ethanol	10 mg/dL	Methanol	10 mg/dL

-Analysis by High Performance Liquid Chromatography/Time of Flight-Mass Spectrometry (LC/TOF-MS) for: The following is a general list of analyte classes included in this screen. The detection of any specific analyte is concentration-dependent. Note, not all known analytes in each specified analyte class are included. Some specific analytes outside of these classes are also included. For a detailed list of all analytes and reporting limits, please contact NMS Labs. Amphetamines, Anticonvulsants, Antidepressants, Antihistamines, Antipsychotics, Benzodiazepines, CNS Stimulants, Cocaine and Metabolites, Hallucinogens, Hypnosedatives, Muscle Relaxants, Non-Steroidal Anti-Inflammatory Agents, Opiates and Opioids.



## KNOX COUNTY REGIONAL FORENSIC CENTER

2761 SULLINS STREET, KNOXVILLE, TN 37919

FAX: 865-215-8001

EMAIL: INV.KNOXRFC@KNOXCOUNTY.ORG

### Demographic Information

Case number: 240215-842

Address 1: [REDACTED]

Death County: Meigs

Address 2:

Last name: Smith

City: Decatur

First name: Tabitha

State: Tennessee

Middle name: M

County: Meigs

Race: White

Zip: 37322

Sex: Female

Age: 35 years [REDACTED]

Date of birth: [REDACTED] 1989

### Background Information

Investigator notified: 2024-02-15 15:12

Date LKA: 02/14/2023

Notified by: Dr. Shane Roberts

Time LKA: Approx. 21:51

Facility: East TN RFC (Knoxville)

Found dead: 02/15/2024 08:29

Authorized by: Kayla Robson

911 call received: 2023-02-14 22:03

ETA at Facility/FH:

Date of death: 02/15/2024 On

Scene investigated ME: Yes

Time of death: 12:10

Scene investigated by LE: Yes

Pronounced: 02/15/2024 12:10

Officer: Sgt. Millsaps

Scene arrival:

Agency: Tennessee Highway Patrol

Scene departure:

Incident #: 224011866

### Next of Kin

Name: Millaway, Patricia

Relationship: Mother

### Cause and Manner of Death

Reason for reporting: Accidental death

Disposition: Sent to Autopsy Facility

Suspected COD: Drowning

I hereby declare that after receiving notice of death described herein, I conducted an investigation regarding the cause of death in accordance with Section 38-7-109 Tennessee Code Annotated and that the information contained herein regarding such death is true and correct to the best of my knowledge and belief.

Authorization:

DC signed by: Office of ME/C

RFC MDI: Kayla Robson

DC signer: Chris Lochmuller

In accordance with Tennessee Code Annotated 38-7-106, the accompanying body of Smith, Tabitha is the subject of an investigation by the medical examiner.

Authorizing Signature of Medical Examiner or Delegated Investigator:

## Narrative Summary of Circumstances Surrounding Death

On February 15, 2024, at approximately 1430, the Knox County Regional Forensic Center (RFC) was contacted by Dr. Shane Roberts, Meigs County Medical Examiner. Dr. Roberts was calling to notify the RFC that he was sending Tabitha M. Smith, D.O.B. [REDACTED] 1989, to the Regional Forensic Center for an autopsy to be performed by a Forensic Pathologist.

The following narrative is a summary of the information obtained by RFC Investigator Robson speaking to Dr. Roberts, Tennessee Bureau of Investigation (TBI) Agent Joseph Morrissey, Tennessee Highway Patrol Sergeant Milsaps, Hamilton County Sheriff's Office Marine Unit Sergeant Merritt, reviewing incident reports, and reviewing medical records.

According to medical records, the decedent was a 35-year-old Caucasian female with a history of anxiety, attention deficit hyperactivity disorder, depression, psychosis, heart murmur, hypertension, tobacco use, and drug abuse.

On 02/14/2024 at approximately 2148, the decedent reportedly made contact with Meigs County Sheriff's Office (MCSO) Deputy Leonard after E-911 dispatch received a call regarding a female on the Tri-County Veterans Bridge that appeared to be intoxicated. At 2151, Deputy Robert Leonard reported to MCSO dispatch that the decedent was in custody and that he would be transporting her to the local jail.

On 02/14/2024 at 2203, MCSO dispatch reported that they received an unintelligible transmission from Deputy Leonard's assigned radio. MCSO dispatch reportedly tried to re-establish radio contact with Deputy Leonard but they were unable to do so. The deputy's patrol vehicle automatic vehicle location appeared to be in the area of the Blythe Ferry Boat ramp, located at 6630 Blythe Ferry Lane in Birchwood, Tennessee. MCSO personnel were dispatched to that area to attempt to locate Deputy Leonard and the decedent. Responding personnel were unable to locate the patrol vehicle, Deputy Leonard, or the decedent and additional resources were requested to assist in locating them.

On 02/15/2024, search crews located the MCSO patrol vehicle within the Tennessee River via sonar. The vehicle was reported to be located at the following coordinates: 35.40977, -85.00935. Water depth at that location was reported to be approximately 17 to 18 feet deep. Water temperature was reported to be approximately 52 degrees Fahrenheit. Divers were taken to the target location where they verified that the patrol vehicle was at this location. The patrol vehicle was reported to be resting on the bottom of the Tennessee River at this location and resting on its roof. The decedent was located in the rear of the vehicle. Divers were sent to attach a tow hook to the patrol vehicle and it was dragged out of the Tennessee River. Dr. Roberts reported that patrol windows were at least partially open with the exception of the rear passenger side window. Bars were noted to cover the rear windows and a partition separated the front and rear passenger areas. During the recovery process, Dr. Roberts advised that the patrol vehicle filled with a significant amount of sediment.

Deputy Leonard's patrol vehicle was reported to be a 2010 Ford Crown Victoria sedan. No airbag deployment was noted.

Following recovery, Dr. Roberts observed that the decedent was located in the rear portion in the vehicle in an inverted position with her upper body in the floorboard. A significant amount of sediment surrounded the decedent's upper body and extrication was required. The decedent was not restrained by a safety belt in the vehicle. The decedent's wrists were handcuffed.

Water current was significant and the locks were noted to be open at the time of the incident. Reports from Tennessee Valley Authority describing elevation, velocity, and maximum water depth for the incident area were requested for review.

Death was officially pronounced on scene by Dr. Shane Roberts on 02/15/2024 at 1210.

A Controlled Substance Monitoring Database report was generated and had negative results. Medical records were requested from area facilities.

Due to the decedent being in custody at the time of death, the decedent was transported to the Regional Forensic Center for an autopsy by a forensic pathologist. TBI Agent Morrissey requested that all clothing be held as evidence, DNA card, fingerprints, nail clippings, and forensic confirmation of identification. TBI, Tennessee Highway Patrol, and Meigs County Sheriff's Office investigators will not be attending autopsy. Dr. Roberts will be sending the Order for Autopsy to the RFC.

According to Dr. Roberts, the decedent's mother, Patricia Millaway, was identified as next of kin who had been notified at the time of the report.

Meigs County Sheriff's Office Deputy Robert Leonard (Case 240216-58) was also investigated by the RFC.

*The investigative information provided in the above report is subject to change as new information becomes available.*

# **SECTION FIVE:**

## **EMERGENCY PERSONNEL STATEMENT(S)**



# Office of the District Attorney General

## Ninth Judicial District

Serving Loudon, Meigs, Morgan and Roane Counties  
Russell Johnson, District Attorney General

February 21, 2024

### Report of Investigation

252 Ridge Rd  
Decatur TN, 37322

Around 3:00 AM on February 15, 2024, Agents Dugger and Finnell interviewed Christa LEONARD at her residence in order to obtain further information that might aid in the investigation of locating Deputy Leonard by identifying any electronic accounts that might provide a more accurate location. The following information was obtained with verbal consent from Christa LEONARD. Leonard advised that RJ stopped by the house to have dinner and received a radio call regarding a female on a bridge. She said that he rushed out to answer the call and she asked that he keep her updated. LEONARD explained that at 10:03 PM she received a message that read arrest. She responded at 10:05 PM stating "noice", but the message was not delivered. Both users are iPhone so she could view Deputy Leonard's location information on her iPhone. On the device we observed one location of Deputy Leonard's phone on Highway 60 before the bridge at 10:03 PM. There was no other location data available. LEONARD checked snapchat and RJ's location was not shared. She logged into RJ's Verizon account and provided his IMEI and allowed us to take photographs of the potential accounts to seek for locating Deputy LEONARD. All intelligence gathered was sent to the command post for further analysis. The conversation was recorded please review for a verbatim account. The timeline is as follows:

10:03 PM While viewing Christa LEONARD's iPhone, we observed the last location for RJ's iPhone as being on Highway 60 between the Oasis Revival Center and the Tri-County Veteran's Bridge. Christa LEONARD allowed us to use her iPhone to navigate to the exact location.

10:03 PM This image was supplied to Brendan DeBoer from federal partners utilizing technology to obtain location data from RJ LEONARD's cellular records. This is the last known location of LEONARD's iPhone prior to locating the physical device in the water.

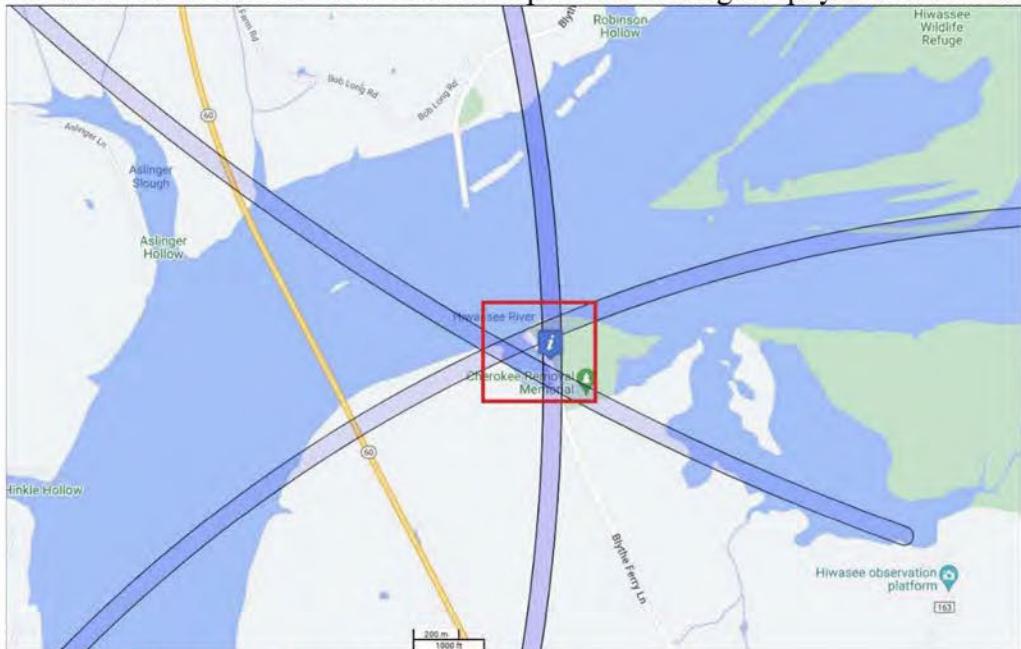


Figure 1 Cellphone records, location information

10:03 PM Text message received by Christa from RJ stating arrest. Christa responds with "Noice" at 10:05 PM, but the message was not delivered.

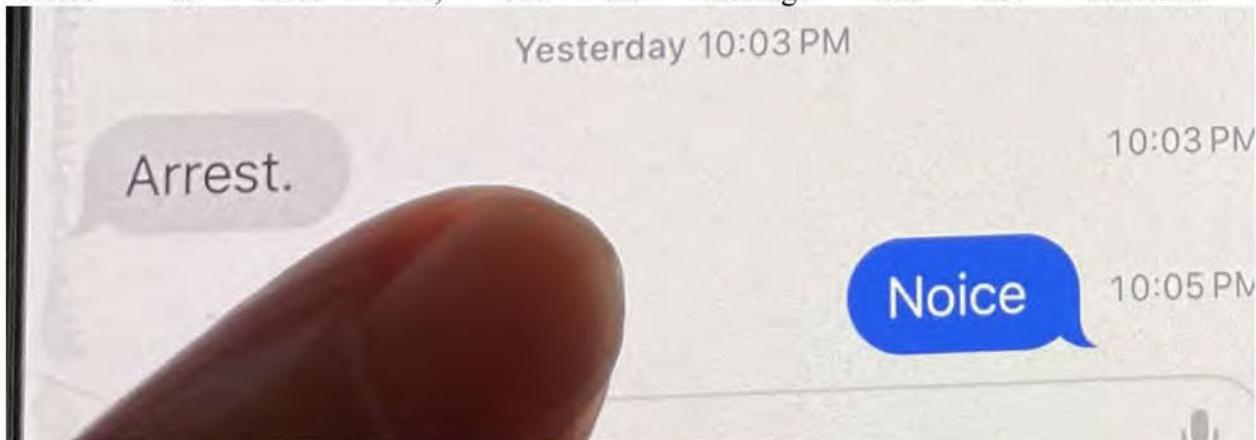
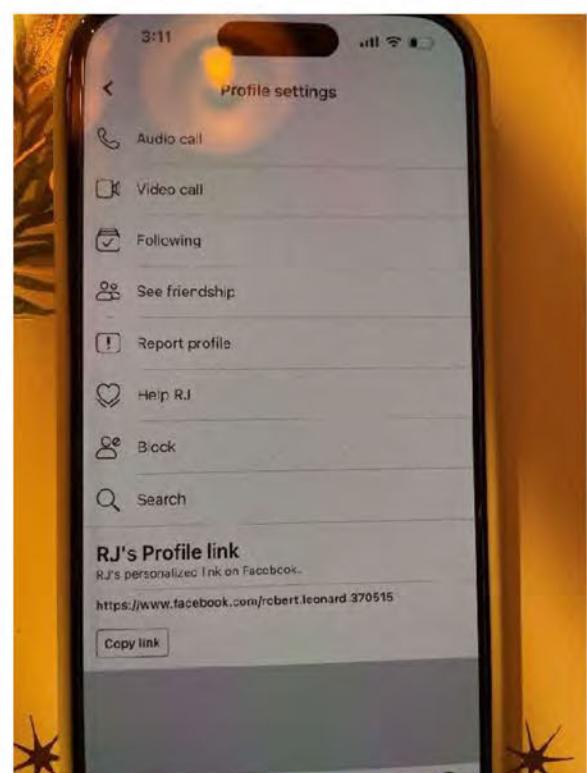
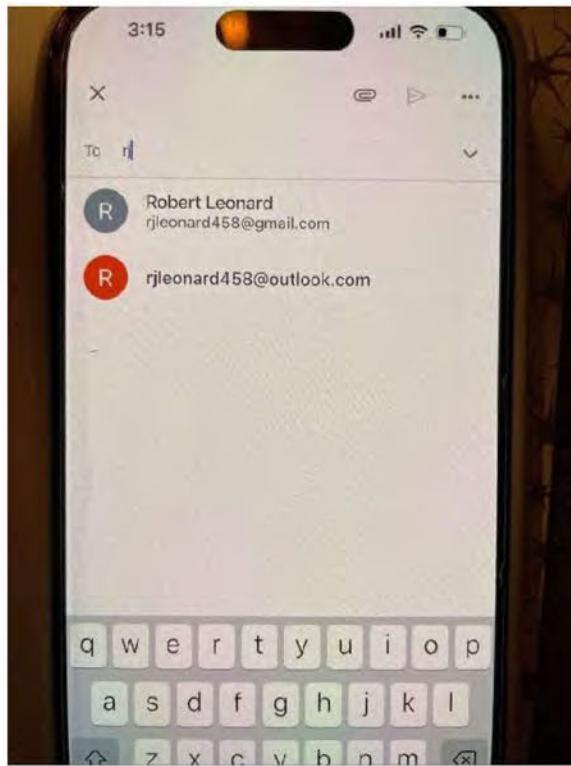
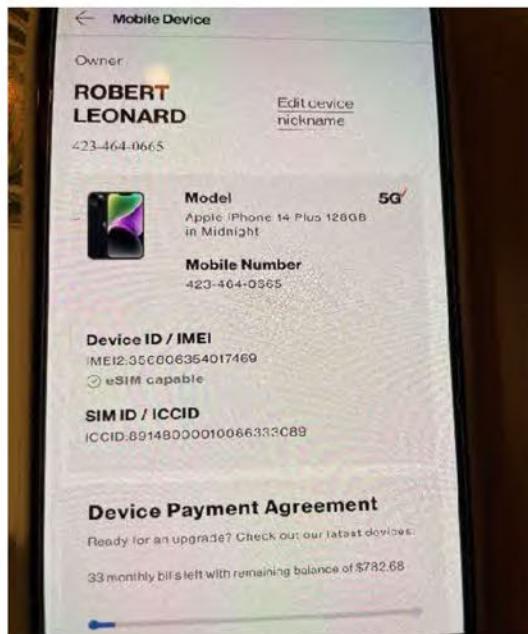
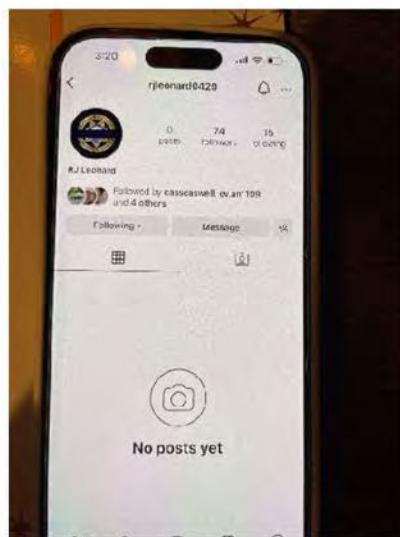
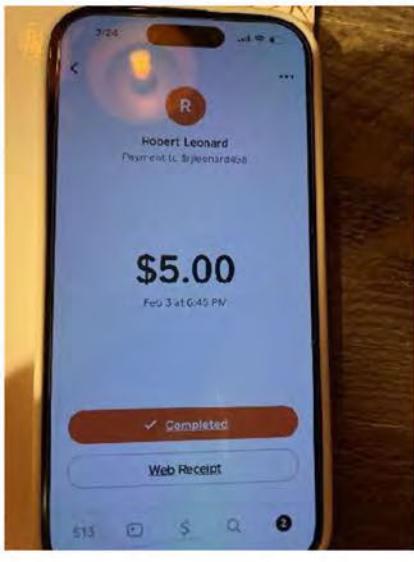


Figure 2 Photo of Christa LEONARD's iPhone

The following is intelligence gathered from Christa LEONARD regarding RJ's various accounts and phone information in order to find his whereabouts.





END REPORT

Cortney Dugger



Office of the District Attorney General  
Ninth Judicial District

Serving Loudon, Meigs, Morgan and Roane Counties  
Russell Johnson, District Attorney General

**Frank Turner (Tabitha Smith's Boyfriend) Summary:**

On 03/01/2024 @ 10:18 AM, Agent Dugger and Investigator Finnell conducted an in-person interview with Frank Turner at his residence. Turner stated that he and Tabitha Smith had dated on and off for one year and four months. Turner stated that when they first started dating, she was using fentanyl. Turner had her set up with mental health treatment at Hiwassee Mental Health and St. Mary's and working on getting her disability. According to Turner, an unknown person gave Smith a "hot salt shot" and it messed her mind up. Turner stated on 02/11/2024 they had a disagreement and Smith left his residence walking around 11:00 PM. Turner stated Smith called on 02/14/2024 and told him happy Valentine's Day and that she had been walking and had not eaten for three days and asked him to come pick her up. Turner heard Smith ask someone how long she had been there, and the person in the background stated two days. Smith told Turner that she left his residence and walked to Meigs Middle School and then was given a ride to Birchwood area. Turner did not know who she was talking to or the number she called from. (numbers that called Turners phone on 02/14/2024 are below). Turner stated she stayed at a trailer that had burned and she picked up assault on first responder. (██████████ Birchwood TN) Turner stated Smith was straight when she left his house. Turner stated if Smith used it was Fentanyl and Methamphetamine. Turner stated Smith did not have anything with her when she left on 02/11/2024. According to Turner Smith left her phone and tablet at his residence in which he gave to her sister.

# **SECTION SIX:**

## **WITNESS(ES) STATEMENT(S)**



Office of the District Attorney General  
Ninth Judicial District

Serving Loudon, Meigs, Morgan and Roane Counties  
Russell Johnson, District Attorney General

**Frank Turner (Tabitha Smith's Boyfriend) Summary:**

On 03/01/2024 @ 10:18 AM, Agent Dugger and Investigator Finnell conducted an in-person interview with Frank Turner at his residence. Turner stated that he and Tabitha Smith had dated on and off for one year and four months. Turner stated that when they first started dating, she was using fentanyl. Turner had her set up with mental health treatment at Hiwassee Mental Health and St. Mary's and working on getting her disability. According to Turner, an unknown person gave Smith a "hot salt shot" and it messed her mind up. Turner stated on 02/11/2024 they had a disagreement and Smith left his residence walking around 11:00 PM. Turner stated Smith called on 02/14/2024 and told him happy Valentine's Day and that she had been walking and had not eaten for three days and asked him to come pick her up. Turner heard Smith ask someone how long she had been there, and the person in the background stated two days. Smith told Turner that she left his residence and walked to Meigs Middle School and then was given a ride to Birchwood area. Turner did not know who she was talking to or the number she called from. (numbers that called Turners phone on 02/14/2024 are below). Turner stated she stayed at a trailer that had burned and she picked up assault on first responder. (██████████ Birchwood TN) Turner stated Smith was straight when she left his house. Turner stated if Smith used it was Fentanyl and Methamphetamine. Turner stated Smith did not have anything with her when she left on 02/11/2024. According to Turner Smith left her phone and tablet at his residence in which he gave to her sister.

To: Case 2024-0000417  
From: Sergeant John McFarland  
Date: February 27, 2024  
**Subject: Report of Interview (Nikki Sandula)**

On the above date, I made contact by phone with Nikki Sandula, whose name was given to THP by the TBI, and that this subject had information regarding the incident involving Deputy RJ Leonard and Tabatha Smith. The conversation was digitally recorded and will be included in this case file. The following is a summary of what she had to say.

Sandula, and her daughter Anna who was also in her vehicle, was on her way home from church and came across the Highway 60 bridge. She observed his patrol car on the bridge noting it was facing her and the emergency lighting was activated. She saw Deputy Leonard outside his vehicle standing in front of it while handcuffing a subject with a black backpack who they thought was a male. She was concerned about their close proximity to the wall of the bridge that the suspect being secured could knock Deputy Leonard off the bridge.

This concludes the information that Sandula had related to this incident.

# **SECTION SEVEN:**

## **OTHER DATA**

Point	X	Y	Z	Description	Locked	Audio	Photo	History	Note	Attr	Map
2A0001	2263882.35	393234.516	686.161	CP1	<input type="checkbox"/>						
2A0002	2263886.90	393248.128	684.961	CP2	<input type="checkbox"/>						
2A0003	2263861.99	393237.616	684.449	CP3	<input type="checkbox"/>						
2A0004	2263874.56	393267.892	681.890	CP4	<input type="checkbox"/>						
2A0005	2263849.85	393257.178	681.789	CP5	<input type="checkbox"/>						
2A0006	2263870.56	393249.567	683.879	CP6	<input type="checkbox"/>						
2A0007	2263900.28	393227.807	687.705	CP7	<input type="checkbox"/>						
2A0008	2263902.43	393184.991	690.437	CP8	<input type="checkbox"/>						
2A0009	2263932.55	393180.155	692.649	CP9	<input type="checkbox"/>						
2A0010	2263931.73	393151.200	693.163	CP10	<input type="checkbox"/>						
2A0011	2263931.42	393158.920	693.230	RM10	<input type="checkbox"/>						
2A0012	2263939.00	393165.506	693.526	RM10	<input type="checkbox"/>						
2A0013	2264523.76	391738.726	725.197	RD ENDS 1500	<input type="checkbox"/>						
2A0014	2264426.02	392018.163	708.265	RUMBLE STRIP	<input type="checkbox"/>						
2A0015	2264363.82	392302.305	695.871	RUMBLE STRIP	<input type="checkbox"/>						
2A0016	2264289.21	392622.873	694.204	RUMBLE STRIP	<input type="checkbox"/>						
2A0017	2264215.25	392798.988	693.907	STOP ON GRO	<input type="checkbox"/>						
2A0018	2264191.77	392839.513	693.997	AHEAD ON GR	<input type="checkbox"/>						
2A0019	2264178.49	392862.337	693.921	RUMBLE STRIP	<input type="checkbox"/>						
2A0020	2264039.46	393055.785	695.153	RUMBLE STRIP	<input type="checkbox"/>						
RTCM-Ref01	2305086.31	302666.776	897.433		<input type="checkbox"/>						

# Quality Report



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**Important:** Click on the different icons for:



Help to analyze the results in the Quality Report



Additional information about the sections



Click [here](#) for additional tips to analyze the Quality Report

## Summary



Project	Blythe Ferry Road Px4d
Processed	2024-02-28 14:32:41
Camera Model Name(s)	L1D-20c_10.3_5472x3648 (OK8TGBC0121662) (RGB)
Average Ground Sampling Distance (GSD)	0.73 cm / 0.29 in
Area Covered	0.004 km <sup>2</sup> / 0.4357 ha / 0.00 sq. mi. / 1.0772 acres

## Quality Check



<b>Images</b>	median of 55986 keypoints per image	
<b>Dataset</b>	78 out of 83 images calibrated (93%), all images enabled	
<b>Camera Optimization</b>	4.24% relative difference between initial and optimized internal camera parameters	
<b>Matching</b>	median of 8922.22 matches per calibrated image	
<b>Georeferencing</b>	yes, 10 GCPs (10 3D), mean RMS error = 0.038 US survey foot	

## Preview

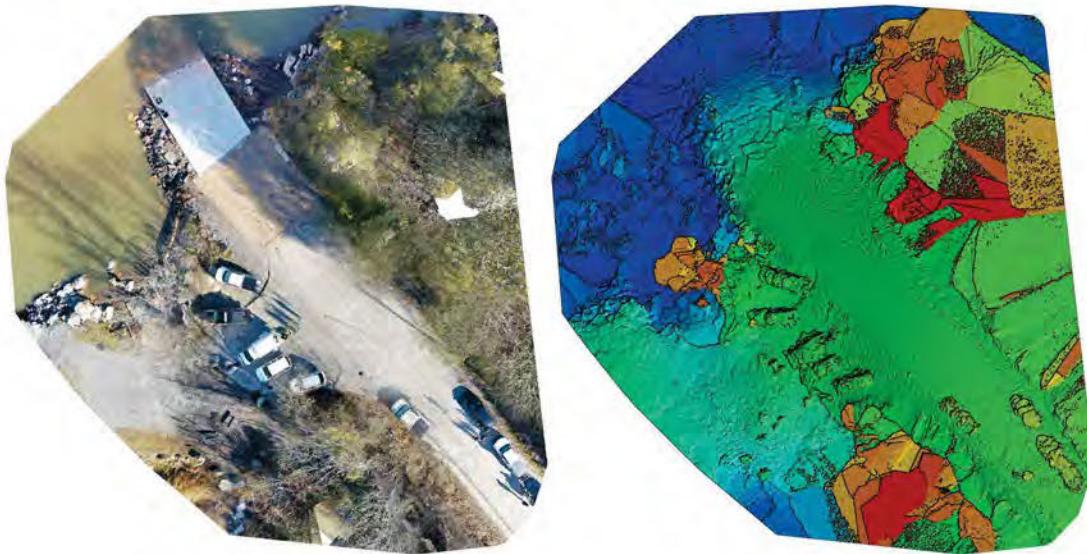


Figure 1: Orthomosaic and the corresponding sparse Digital Surface Model (DSM) before densification.

## Calibration Details



Initial Image Positions

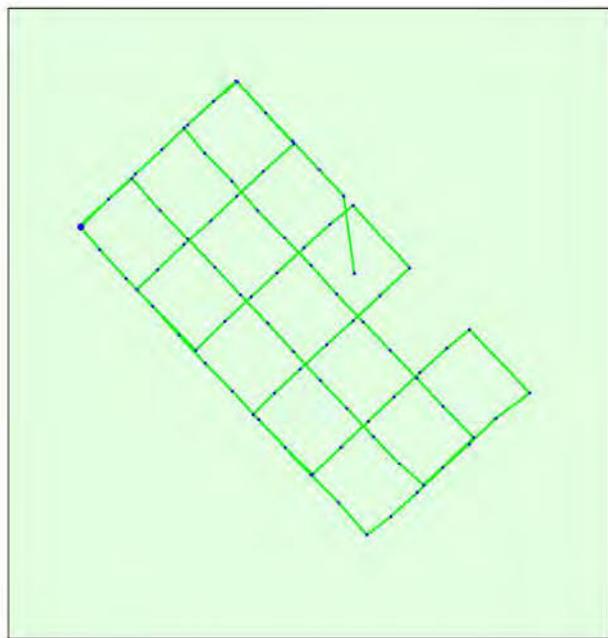
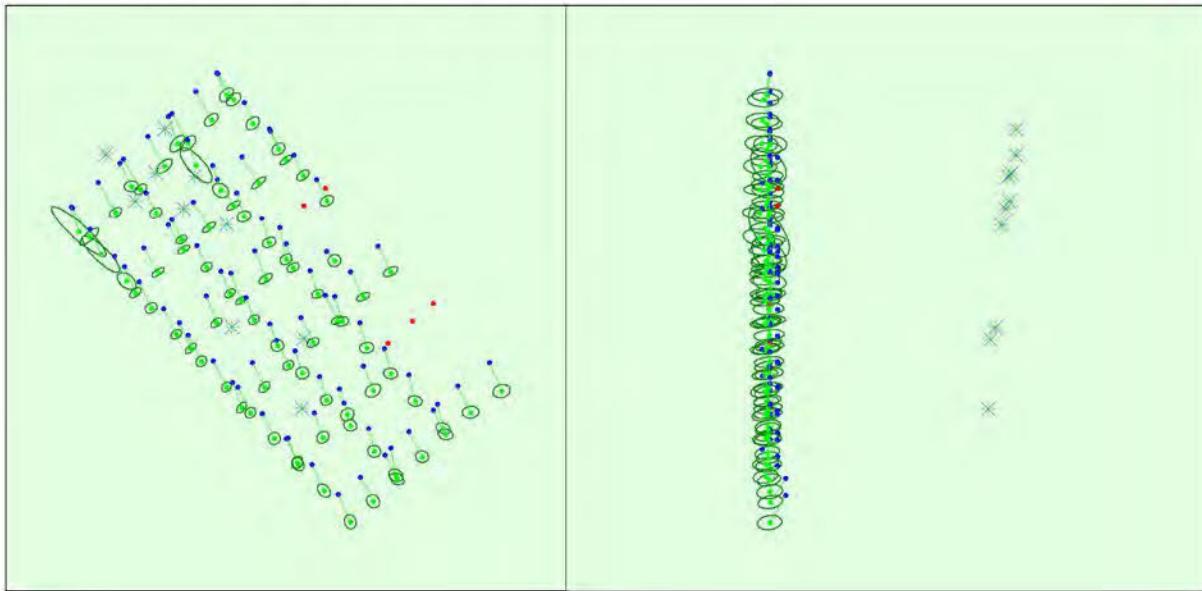


Figure 2: Top view of the initial image position. The green line follows the position of the images in time starting from the large blue dot.

Computed Image/GCPs/Manual Tie Points Positions





Uncertainty ellipses 100x magnified

Figure 3: Offset between initial (blue dots) and computed (green dots) image positions as well as the offset between the GCPs initial positions (blue crosses) and their computed positions (green crosses) in the top-view (XY plane), front-view (XZ plane), and side-view (YZ plane). Red dots indicate disabled or uncalibrated images. Dark green ellipses indicate the absolute position uncertainty of the bundle block adjustment result.

#### ⚠ Absolute camera position and orientation uncertainties

	X[US survey foot]	Y[US survey foot]	Z[US survey foot]	Omega [degree]	Phi [degree]	Kappa [degree]	Camera Displacement X[US survey foot]	Camera Displacement Y[US survey foot]	Camera Displacement Z[US survey foot]
Mean	0.030	0.027	0.060	0.021	0.017	0.008	0.005	0.005	0.013
Sigma	0.012	0.013	0.006	0.007	0.006	0.003	0.002	0.002	0.009

#### ⚠ Overlap

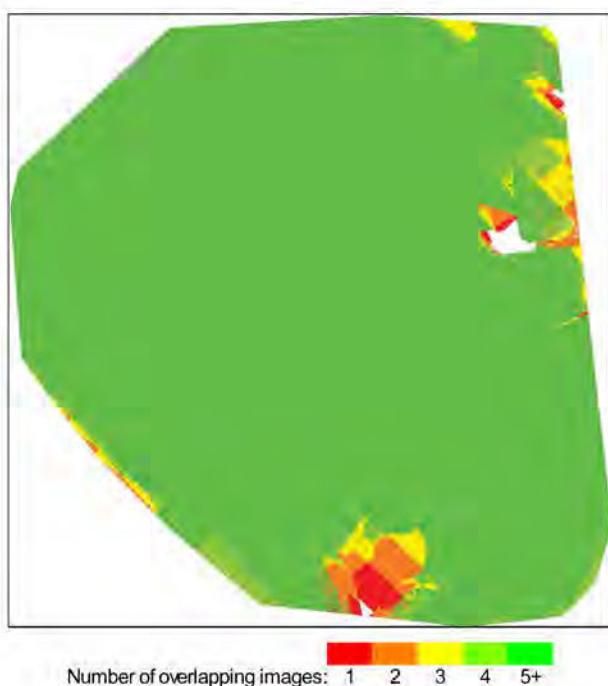


Figure 4: Number of overlapping images computed for each pixel of the orthomosaic. Red and yellow areas indicate low overlap for which poor results may be generated. Green areas indicate an overlap of over 5 images for every pixel. Good quality results will be generated as long as the number of keypoint matches is also sufficient for these areas (see Figure 5 for keypoint matches).

# Bundle Block Adjustment Details

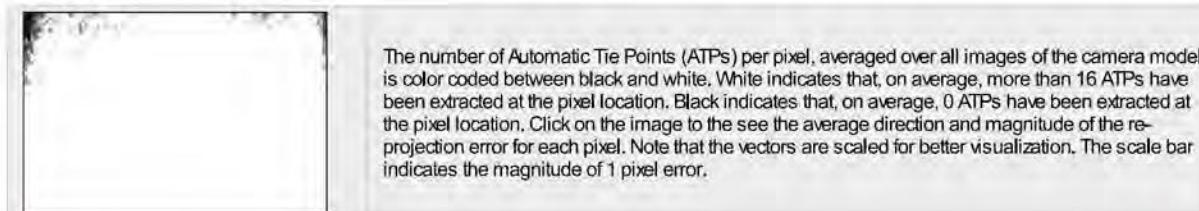
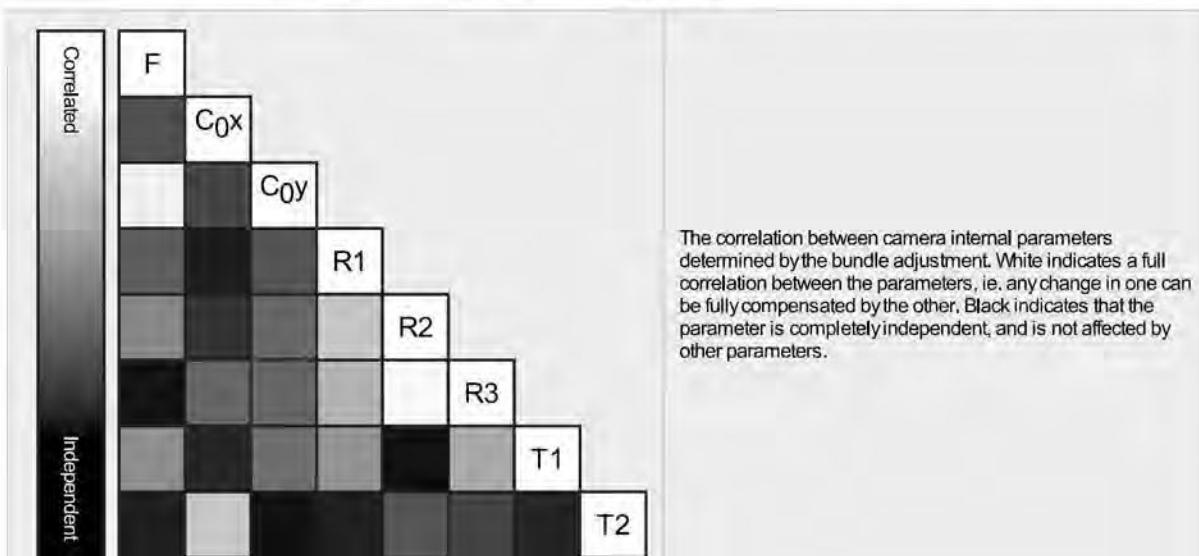
Number of 2D Keypoint Observations for Bundle Block Adjustment	696080
Number of 3D Points for Bundle Block Adjustment	232511
Mean Reprojection Error [pixels]	0.165

## Internal Camera Parameters

L1D-20c\_10.3\_5472x3648 (0K8TGBC0121662) (RGB). Sensor Dimensions: 12.825 [mm] x 8.550 [mm]

EXIF ID: L1D-20c\_10.3\_5472x3648

	Focal Length	Principal Point x	Principal Point y	R1	R2	R3	T1	T2
Initial Values	4470.830 [pixel] 10.479 [mm]	2736.000 [pixel] 6.412 [mm]	1824.000 [pixel] 4.275 [mm]	0.009	0.040	-0.050	-0.003	0.002
Optimized Values	4281.063 [pixel] 10.034 [mm]	2713.105 [pixel] 6.359 [mm]	1839.093 [pixel] 4.310 [mm]	0.007	0.020	-0.025	-0.001	-0.002
Uncertainties (Sigma)	2.381 [pixel] 0.006 [mm]	0.222 [pixel] 0.001 [mm]	1.717 [pixel] 0.004 [mm]	0.000	0.001	0.001	0.000	0.000



## 2D Keypoints Table

	Number of 2D Keypoints per Image	Number of Matched 2D Keypoints per Image
Median	55986	8922
Min	16902	510
Max	79793	17592
Mean	53587	8924

## 3D Points from 2D Keypoint Matches

In 2 Images	Number of 3D Points Observed
Case 1:24-cv-00151-DCLC-CHS	143794

Document 81-2 Filed 03/10/25 Page 168 of 183 PageID #: 837

In 3 Images	41354
In 4 Images	18734
In 5 Images	10311
In 6 Images	6174
In 7 Images	3623
In 8 Images	2275
In 9 Images	1537
In 10 Images	1132
In 11 Images	807
In 12 Images	599
In 13 Images	471
In 14 Images	339
In 15 Images	290
In 16 Images	238
In 17 Images	170
In 18 Images	124
In 19 Images	109
In 20 Images	93
In 21 Images	93
In 22 Images	55
In 23 Images	48
In 24 Images	38
In 25 Images	22
In 26 Images	22
In 27 Images	10
In 28 Images	12
In 29 Images	11
In 30 Images	9
In 31 Images	8
In 32 Images	6
In 33 Images	2
In 34 Images	1

 **2D Keypoint Matches**



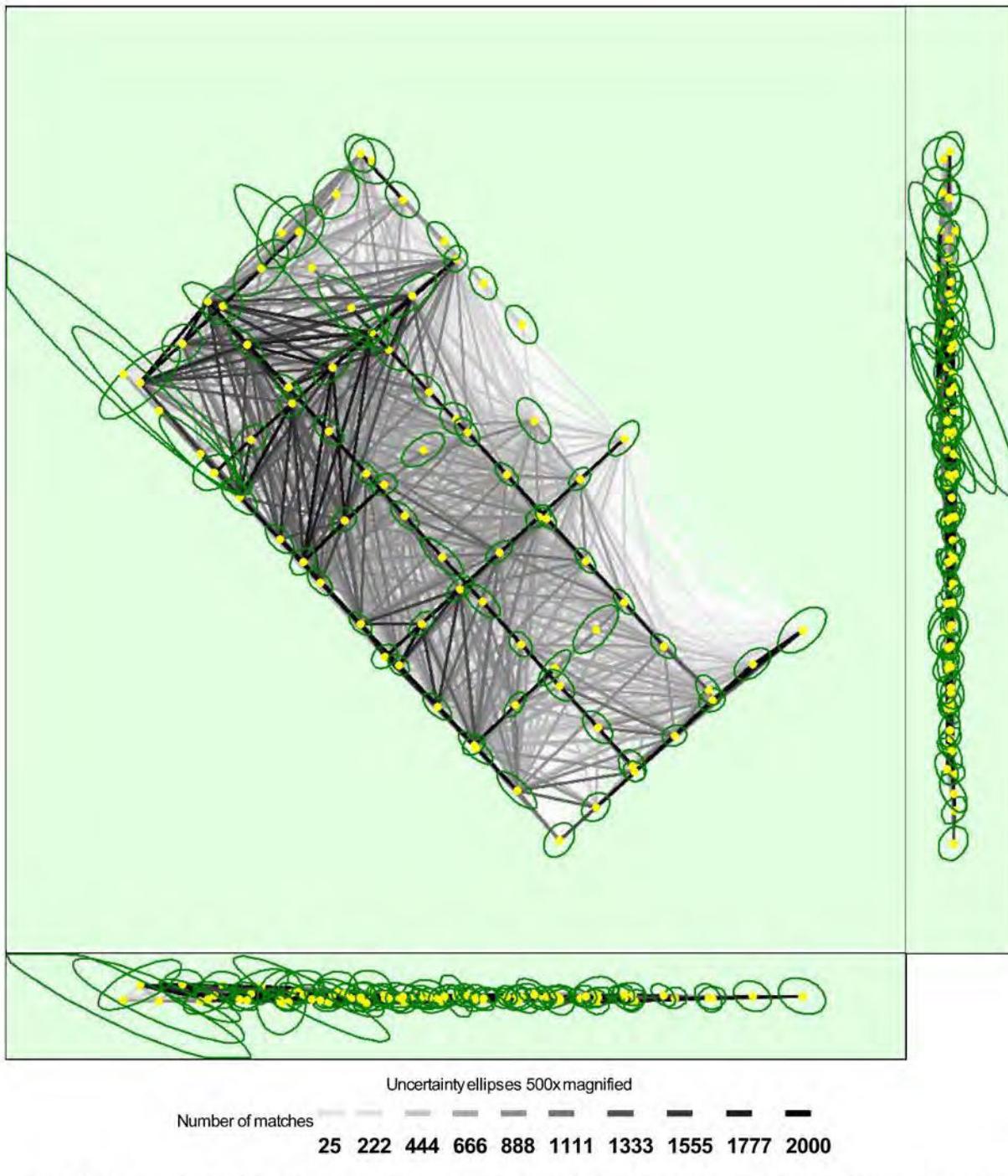


Figure 5: Computed image positions with links between matched images. The darkness of the links indicates the number of matched 2D keypoints between the images. Bright links indicate weak links and require manual tie points or more images. Dark green ellipses indicate the relative camera position uncertainty of the bundle block adjustment result.

#### ⚠ Relative camera position and orientation uncertainties

	X[US survey foot]	Y[US survey foot]	Z[US survey foot]	Omega [degree]	Phi [degree]	Kappa [degree]	Camera Displacement X[US survey foot]	Camera Displacement Y[US survey foot]	Camera Displacement Z[US survey foot]
Mean	0.010	0.011	0.007	0.011	0.009	0.005	0.004	0.004	0.008
Sigma	0.009	0.009	0.004	0.005	0.004	0.002	0.001	0.001	0.006

## Geolocation Details

## Ground Control Points

GCP Name	Accuracy XY/Z [US survey foot]	Error X [US survey foot]	Error Y [US survey foot]	Error Z [US survey foot]	Projection Error [pixel]	Verified/Marked
CP1 (3D)	0.020/ 0.020	0.011	-0.008	0.003	0.452	5/5
CP2 (3D)	0.020/ 0.020	-0.062	0.001	-0.045	0.559	5/5
CP3 (3D)	0.020/ 0.020	0.015	0.020	-0.027	0.770	5/5
CP4 (3D)	0.020/ 0.020	0.020	-0.008	-0.097	0.434	5/5
CP5 (3D)	0.020/ 0.020	-0.012	-0.031	0.072	0.330	5/5
CP6 (3D)	0.020/ 0.020	0.013	0.020	0.027	0.539	5/5
CP7 (3D)	0.020/ 0.020	-0.025	0.029	0.127	0.408	5/5
CP8 (3D)	0.020/ 0.020	-0.010	-0.019	-0.007	0.608	5/5
CP9 (3D)	0.020/ 0.020	0.035	-0.040	-0.029	1.185	8/8
CP10 (3D)	0.020/ 0.020	-0.010	0.042	-0.065	0.607	5/5
Mean [US survey foot]		-0.002500	0.000555	-0.004123		
Sigma [US survey foot]		0.026142	0.025404	0.062488		
RMS Error [US survey foot]		0.026261	0.025410	0.062624		

Localisation accuracy per GCP and mean errors in the three coordinate directions. The last column counts the number of calibrated images where the GCP has been automatically verified vs. manually marked.

## Absolute Geolocation Variance

Mn Error [US survey foot]	Max Error [US survey foot]	Geolocation Error X [%]	Geolocation Error Y [%]	Geolocation Error Z [%]
-	-49.21	0.00	0.00	0.00
-49.21	-39.37	0.00	0.00	0.00
-39.37	-29.53	0.00	0.00	0.00
-29.53	-19.68	0.00	0.00	0.00
-19.68	-9.84	0.00	0.00	0.00
-9.84	0.00	50.00	43.59	42.31
0.00	9.84	50.00	56.41	57.69
9.84	19.69	0.00	0.00	0.00
19.69	29.53	0.00	0.00	0.00
29.53	39.37	0.00	0.00	0.00
39.37	49.21	0.00	0.00	0.00
49.21	-	0.00	0.00	0.00
Mean [US survey foot]		-4.601680	10.417490	-2.123011
Sigma [US survey foot]		1.336810	1.254939	1.875573
RMS Error [US survey foot]		4.791923	10.492806	2.832834

Min Error and Max Error represent geolocation error intervals between -1.5 and 1.5 times the maximum accuracy of all the images. Columns X, Y, Z show the percentage of images with geolocation errors within the predefined error intervals. The geolocation error is the difference between the initial and computed image positions. Note that the image geolocation errors do not correspond to the accuracy of the observed 3D points.

Geolocation Bias	X	Y	Z
Translation [US survey foot]	-4.601680	10.417490	-2.123011

Bias between image initial and computed geolocation given in output coordinate system.

## Relative Geolocation Variance

Relative Geolocation Error	Images X [%]	Images Y [%]	Images Z [%]
[-1.00, 1.00]	100.00	100.00	100.00
[-2.00, 2.00]	100.00	100.00	100.00

[-3.00, 3.00]	100.00	100.00	100.00
Mean of Geolocation Accuracy [US survey foot]	16.404167	16.404167	32.808333
Sigma of Geolocation Accuracy [US survey foot]	0.000001	0.000001	0.000002

Images X, Y, Z represent the percentage of images with a relative geolocation error in X, Y, Z.

Geolocation Orientational Variance	RMS [degree]
Omega	8.842
Phi	7.896
Kappa	36.623

Geolocation RMS error of the orientation angles given by the difference between the initial and computed image orientation angles.

### Rolling Shutter Statistics

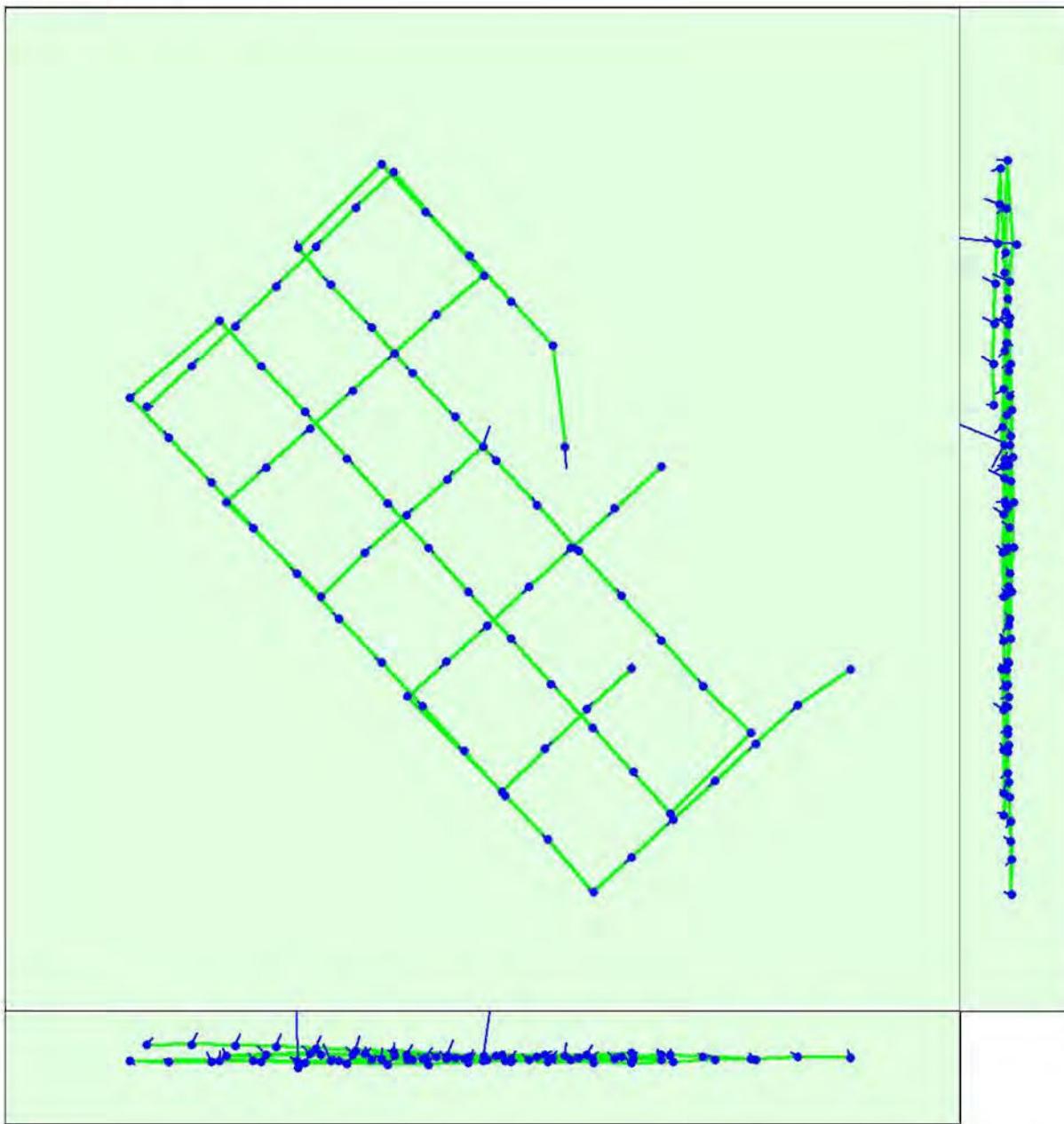


Figure 6: Camera movement estimated by the rolling shutter camera model. The green line follows the computed image positions. The blue dots represent the camera position at the start of the exposure. The blue lines represent the camera motion during the rolling shutter readout, re-scaled by a project dependant scaling factor for better visibility.

Median Camera Speed

3.6196 [US survey foot/s]

Median Camera Displacement During Sensor Readout)	0.3141 [US survey foot]
Median Rolling Shutter Readout Time	87.8345 [ms]

## Initial Processing Details

### System Information

Hardware	CPU: 12th Gen Intel(R) Core(TM) i9-12950HX RAM 32GB GPU: Intel(R) UHD Graphics (Driver: 31.0.101.4091), NVIDIA GeForce RTX 3080 Ti Laptop GPU (Driver: 31.0.15.1751)
Operating System	Windows 10 Pro, 64-bit

### Coordinate Systems

Image Coordinate System	WGS 84 (EGM96 Geoid)
Ground Control Point (GCP) Coordinate System	NAD83 / Tennessee (ftUS) (EGM96 Geoid)
Output Coordinate System	NAD83 / Tennessee (ftUS) (EGM96 Geoid)

### Processing Options

Detected Template	3D Maps
Keypoints Image Scale	Full, Image Scale: 1
Advanced: Matching Image Pairs	Aerial Grid or Corridor
Advanced: Matching Strategy	Use Geometrically Verified Matching: no
Advanced: Keypoint Extraction	Targeted Number of Keypoints: Automatic
Advanced: Calibration	Calibration Method: Standard Internal Parameters Optimization: All External Parameters Optimization: All Rematch: Auto, yes

## Point Cloud Densification details

### Processing Options

Image Scale	multiscale, 1/2 (Half image size, Default)
Point Density	Optimal
Mnimum Number of Matches	3
3D Textured Mesh Generation	yes
3D Textured Mesh Settings:	Resolution: Medium Resolution (default) Color Balancing: no
LOD	Generated: no
Advanced: 3D Textured Mesh Settings	Sample Density Divider: 1
Advanced: Image Groups	group1
Advanced: Use Processing Area	yes
Advanced: Use Annotations	yes
Time for Point Cloud Densification	07m:25s
Time for Point Cloud Classification	01m:02s
Time for 3D Textured Mesh Generation	01m:45s

### Results

Number of Generated Tiles	1
Number of 3D Densified Points	5593182
Average Density (per US surveyfoot <sup>3</sup> )	161.46

## DSM, Orthomosaic and Index Details

### Processing Options



DSM and Orthomosaic Resolution	1 x GSD (0.726 [cm/pixel])
DSM Filters	Noise Filtering: yes Surface Smoothing: yes, Type: Sharp
Raster DSM	Generated: yes Method: Inverse Distance Weighting Merge Tiles: yes
Orthomosaic	Generated: yes Merge Tiles: yes GeoTIFF Without Transparency: no Google Maps Tiles and KML: yes
Time for DSM Generation	01m:50s
Time for Orthomosaic Generation	05m:44s
Time for DTM Generation	00s
Time for Contour Lines Generation	00s
Time for Reflectance Map Generation	00s
Time for Index Map Generation	00s

**ADDITIONAL INFORMATION – Meigs County Dispatch**

911 CALL CAME IN @ 9:30:56

807/LEONARD IN AREA OF CALL @9:46:17

807/LEONARD CONTACT W/ PERSON ON BRIDGE @ 9:47:34

807/LEONARD STATES ONE IN CUSTODY @ 9:54:09

807/LEONARD GOES 10-15 WITH PRISONER @ 9:58:01

807/LEONARD LAST TRANSMISSION @ 10:03:58

RECOVERY OF VEHICLE AND BODY OF TABITHA SMITH WERE NEVER RECORDED ON RADIO.

RECOVERY OF DEPUTY LEONARD WAS RECORDED @ 6:36:58 DISPATCHER GAVE TIME OF 18:37 (6:37)

# MEIGS COUNTY SHERIFF'S DEPARTMENT

410 River Rd Decatur , TN 37322

Call Taker  
11 CBIVENS

CFS Report  
CFS # - 202401287

## Base Information

Call When 02/14/2024 21:31:17 Create When 02/14/2024 21:32:45 Close When 02/15/2024 10:00:33 Disposition CLEAR

Priority Alarm 1 Disciplines L Assigned Disciplines L Assigned Disciplines NP L

CallType SUSPICIOUS PERSON EDL FDL LDL Primary Unit 807

## Location of Occurrence

Address STATE HIGHWAY 60 Zip County

Landmark ESN Map Grid

EMS/Rescue Fire Law

Area District EMS Tract Fire Tract

Grid Law Tract Report Tract Work Area

Cross Street High Cross Street Low

From-To Directions

## Caller

Address STATE HIGHWAY 60 Landmark

Name SARA SALMON (SHANNON) Caller Phone 4234576893 How Received Phone

## Dispositions

Disposition	Assigned When	User	InActive	While Closed
CLEAR	02/16/2024 01:39:48	MLODEN	<input type="checkbox"/>	<input type="checkbox"/>
NO REPORT	02/15/2024 10:00:33	SDUNN	<input type="checkbox"/>	<input type="checkbox"/>

## Call Types

Call Type	Assigned When	User	Assigned While Closed	InActive
SUSPICIOUS PERSON	02/15/2024 02:52:51	CBIVENS	<input type="checkbox"/>	<input type="checkbox"/>
SUSPICIOUS VEHICLE	02/14/2024 21:32:45	CBIVENS	<input type="checkbox"/>	<input type="checkbox"/>

## Unit Times

Unit	Department	Unit Type	When	Status   Notes	User
807	MCSD	Deputy	02/14/2024 21:32:45	DISPATCHED	CBIVENS
807	MCSD	Deputy	02/14/2024 21:46:37	IN THE AREA OF CALL	CBIVENS
807	MCSD	Deputy	02/14/2024 21:48:01	10-97 ON SCN	CBIVENS
807	MCSD	Deputy	02/14/2024 21:54:25	IN CUSTODY	CBIVENS
807	MCSD	Deputy	02/14/2024 21:58:26	10-15 PRISONER	CBIVENS
820	MCSD	Deputy	02/14/2024 22:18:02	DISPATCHED	CBIVENS
804	MCSD	Deputy	02/14/2024 22:18:04	DISPATCHED	CBIVENS
804	MCSD	Deputy	02/14/2024 22:18:07	ENROUTE	CBIVENS
820	MCSD	Deputy	02/14/2024 22:18:11	ENROUTE	CBIVENS
323	Decatur City Police Department	POLICE CRUISER	02/14/2024 22:21:04	DISPATCHED	CBIVENS

Call Taker	CFS Report				
11 CBIVENS	CFS # - 202401287				
323	Decatur City Police Department	POLICE CRUISER	02/14/2024 22:21:10	ENROUTE	CBIVENS
301	MCSD	CORRECTION	02/14/2024 22:25:22	DISPATCHED S	CBIVENS
301	MCSD	CORRECTION	02/14/2024 22:25:25	ENROUTE S	CBIVENS
802	MCSD	Chief	02/14/2024 22:35:35	DISPATCHED	CBIVENS
802	MCSD	Chief	02/14/2024 22:35:40	ENROUTE	CBIVENS
818	MCSD	Deputy	02/14/2024 22:44:35	DISPATCHED	CBIVENS
819	MCSD	Deputy	02/14/2024 22:44:37	DISPATCHED	CBIVENS
818	MCSD	Deputy	02/14/2024 22:44:47	ENROUTE	CBIVENS
819	MCSD	Deputy	02/14/2024 22:44:51	ENROUTE	CBIVENS
812	MCSD	DETECTIVE	02/14/2024 23:06:36	DISPATCHED	CBIVENS
812	MCSD	DETECTIVE	02/14/2024 23:06:40	IN THE AREA OF CALL	CBIVENS
819	MCSD	Deputy	02/14/2024 23:06:45	IN THE AREA OF CALL	CBIVENS
818	MCSD	Deputy	02/14/2024 23:06:48	IN THE AREA OF CALL	CBIVENS
820	MCSD	Deputy	02/14/2024 23:06:52	IN THE AREA OF CALL	CBIVENS
301	MCSD	CORRECTION	02/14/2024 23:07:04	IN THE AREA OF CALL S	CBIVENS
323	Decatur City Police Department	POLICE CRUISER	02/14/2024 23:07:07	IN THE AREA OF CALL	CBIVENS
802	MCSD	Chief	02/14/2024 23:07:10	IN THE AREA OF CALL	CBIVENS
804	MCSD	Deputy	02/14/2024 23:07:12	IN THE AREA OF CALL	CBIVENS
806	MCSD	Deputy	02/14/2024 23:21:28	DISPATCHED	CBIVENS
803	MCSD	DETECTIVE	02/14/2024 23:21:30	DISPATCHED	CBIVENS
803	MCSD	DETECTIVE	02/14/2024 23:21:34	IN THE AREA OF CALL	CBIVENS
806	MCSD	Deputy	02/14/2024 23:21:38	IN THE AREA OF CALL	CBIVENS
323	Decatur City Police Department	POLICE CRUISER	02/15/2024 01:29:46	10-98 CLEAR	SDUNN
813	MCSD	SGT	02/15/2024 01:55:07	DISPATCHED	CBIVENS
813	MCSD	SGT	02/15/2024 01:55:10	ENROUTE	CBIVENS
805	MCSD	DETECTIVE	02/15/2024 01:55:20	DISPATCHED	CBIVENS
805	MCSD	DETECTIVE	02/15/2024 01:55:23	IN THE AREA OF CALL	CBIVENS
809	MCSD	SRO	02/15/2024 01:55:35	DISPATCHED	CBIVENS
809	MCSD	SRO	02/15/2024 01:55:39	IN THE AREA OF CALL	CBIVENS
301	MCSD	CORRECTION	02/15/2024 09:22:15	ENROUTE S	DCHATTIN
802	MCSD	Chief	02/15/2024 10:00:33	10-98 CLEAR	SDUNN
301	MCSD	CORRECTION	02/15/2024 10:00:33	10-98 CLEAR S	SDUNN
804	MCSD	Deputy	02/15/2024 10:00:33	10-98 CLEAR	SDUNN
806	MCSD	Deputy	02/15/2024 10:00:33	10-98 CLEAR	SDUNN
807	MCSD	Deputy	02/15/2024 10:00:33	10-98 CLEAR	SDUNN
818	MCSD	Deputy	02/15/2024 10:00:33	10-98 CLEAR	SDUNN
819	MCSD	Deputy	02/15/2024 10:00:33	10-98 CLEAR	SDUNN
820	MCSD	Deputy	02/15/2024 10:00:33	10-98 CLEAR	SDUNN
803	MCSD	DETECTIVE	02/15/2024 10:00:33	10-98 CLEAR	SDUNN
805	MCSD	DETECTIVE	02/15/2024 10:00:33	10-98 CLEAR	SDUNN
812	MCSD	DETECTIVE	02/15/2024 10:00:33	10-98 CLEAR	SDUNN
813	MCSD	SGT	02/15/2024 10:00:33	10-98 CLEAR	SDUNN
809	MCSD	SRO	02/15/2024 10:00:33	10-98 CLEAR	SDUNN
301	MCSD	CORRECTION	02/15/2024 11:01:33	DISPATCHED S	DCHATTIN
802	MCSD	Chief	02/15/2024 11:01:35	DISPATCHED	DCHATTIN

Call Taker	CFS Report				
11 CBIVENS	CFS # - 202401287				
803	MCSD	DETECTIVE	02/15/2024 11:01:37	DISPATCHED	DCHATTIN
804	MCSD	Deputy	02/15/2024 11:01:38	DISPATCHED	DCHATTIN
805	MCSD	DETECTIVE	02/15/2024 11:01:53	DISPATCHED	DCHATTIN
806	MCSD	Deputy	02/15/2024 11:01:56	DISPATCHED	DCHATTIN
807	MCSD	Deputy	02/15/2024 11:01:58	DISPATCHED	DCHATTIN
809	MCSD	SRO	02/15/2024 11:01:59	DISPATCHED	DCHATTIN
811	MCSD	Deputy	02/15/2024 11:02:02	DISPATCHED	DCHATTIN
812	MCSD	DETECTIVE	02/15/2024 11:02:03	DISPATCHED	DCHATTIN
813	MCSD	SGT	02/15/2024 11:02:06	DISPATCHED	DCHATTIN
818	MCSD	Deputy	02/15/2024 11:02:10	DISPATCHED	DCHATTIN
819	MCSD	Deputy	02/15/2024 11:02:13	DISPATCHED	DCHATTIN
820	MCSD	Deputy	02/15/2024 11:02:15	DISPATCHED	DCHATTIN
301	MCSD	CORRECTION	02/15/2024 11:04:32	10-97 ON SCN S	DCHATTIN
802	MCSD	Chief	02/15/2024 11:04:34	10-97 ON SCN	DCHATTIN
803	MCSD	DETECTIVE	02/15/2024 11:04:37	10-97 ON SCN	DCHATTIN
804	MCSD	Deputy	02/15/2024 11:04:39	10-97 ON SCN	DCHATTIN
805	MCSD	DETECTIVE	02/15/2024 11:04:42	10-97 ON SCN	DCHATTIN
806	MCSD	Deputy	02/15/2024 11:04:49	10-97 ON SCN	DCHATTIN
807	MCSD	Deputy	02/15/2024 11:04:52	10-97 ON SCN	DCHATTIN
811	MCSD	Deputy	02/15/2024 11:04:54	10-97 ON SCN	DCHATTIN
809	MCSD	SRO	02/15/2024 11:04:57	10-97 ON SCN	DCHATTIN
812	MCSD	DETECTIVE	02/15/2024 11:05:01	10-97 ON SCN	DCHATTIN
813	MCSD	SGT	02/15/2024 11:05:04	10-97 ON SCN	DCHATTIN
818	MCSD	Deputy	02/15/2024 11:05:12	10-97 ON SCN	DCHATTIN
819	MCSD	Deputy	02/15/2024 11:05:15	10-97 ON SCN	DCHATTIN
820	MCSD	Deputy	02/15/2024 11:05:18	10-97 ON SCN	DCHATTIN
301	MCSD	CORRECTION	02/15/2024 11:10:29	NO STATUS NECESSARY S	DCHATTIN
802	MCSD	Chief	02/15/2024 11:10:32	NO STATUS NECESSARY	DCHATTIN
803	MCSD	DETECTIVE	02/15/2024 11:10:41	NO STATUS NECESSARY	DCHATTIN
804	MCSD	Deputy	02/15/2024 11:10:47	NO STATUS NECESSARY	DCHATTIN
805	MCSD	DETECTIVE	02/15/2024 11:10:50	NO STATUS NECESSARY	DCHATTIN
806	MCSD	Deputy	02/15/2024 11:10:53	NO STATUS NECESSARY	DCHATTIN
807	MCSD	Deputy	02/15/2024 11:10:58	NO STATUS NECESSARY	DCHATTIN
809	MCSD	SRO	02/15/2024 11:11:01	NO STATUS NECESSARY	DCHATTIN
811	MCSD	Deputy	02/15/2024 11:11:04	NO STATUS NECESSARY	DCHATTIN
812	MCSD	DETECTIVE	02/15/2024 11:11:07	NO STATUS NECESSARY	DCHATTIN
813	MCSD	SGT	02/15/2024 11:11:12	NO STATUS NECESSARY	DCHATTIN
818	MCSD	Deputy	02/15/2024 11:11:50	NO STATUS NECESSARY	DCHATTIN
819	MCSD	Deputy	02/15/2024 11:11:54	NO STATUS NECESSARY	DCHATTIN
820	MCSD	Deputy	02/15/2024 11:11:57	NO STATUS NECESSARY	DCHATTIN
820	MCSD	Deputy	02/15/2024 14:41:09	10-98 CLEAR	DCHATTIN
811	MCSD	Deputy	02/15/2024 14:53:04	10-98 CLEAR	DCHATTIN
802	MCSD	Chief	02/16/2024 01:39:48	10-98 CLEAR	MLODEN
301	MCSD	CORRECTION	02/16/2024 01:39:48	10-98 CLEAR S	MLODEN
804	MCSD	Deputy	02/16/2024 01:39:48	10-98 CLEAR	MLODEN
806	MCSD	Deputy	02/16/2024 01:39:48	10-98 CLEAR	MLODEN
807	MCSD	Deputy	02/16/2024 01:39:48	10-98 CLEAR	MLODEN
818	MCSD	Deputy	02/16/2024 01:39:48	10-98 CLEAR	MLODEN

Call Taker  
11 CBIVENS

**CFS Report**  
**CFS # - 202401287**

819	MCSD	Deputy	02/16/2024 01:39:48	10-98 CLEAR	MLODEN
803	MCSD	DETECTIVE	02/16/2024 01:39:48	10-98 CLEAR	MLODEN
805	MCSD	DETECTIVE	02/16/2024 01:39:48	10-98 CLEAR	MLODEN
812	MCSD	DETECTIVE	02/16/2024 01:39:48	10-98 CLEAR	MLODEN
813	MCSD	SGT	02/16/2024 01:39:48	10-98 CLEAR	MLODEN
809	MCSD	SRO	02/16/2024 01:39:48	10-98 CLEAR	MLODEN

### Incident Locations

Address: STATE HIGHWAY 60

User: CBIVENS

When: 02/14/2024 21:32:45 Latitude:

Longitude:

Source: None Unknown InActive:

### Caller Phones

Caller Phone	When	User	Caller Phone	When	User
██████████	02/14/2024 21:32:45	CBIVENS			

### Caller Names

Caller Name	When	User	Caller Name	When	User
SARA SALMON	02/14/2024 21:32:45	CBIVENS	SARA SALMON (SHANNON)	02/15/2024 18:53:12	DCHATTIN

### Comment

02/14/2024 21:32:45 02/14/2024 21:32:45

GREY HOODIE/ MID 20S OR 30S/ JUMPING INTO TRAFFIC

### Notes

CBIVENS 02/14/2024 22:11:28 E,F,L,R,O

NO CONTACT WITH 807-820 HEADED TO SEARCH THE AREA AND CHECK WELFARE

CBIVENS 02/14/2024 22:18:49 E,F,L,R,O

820 HAS TO NO CONTACT AS FAR AS 58/60

CBIVENS 02/14/2024 22:27:58 E,F,L,R,O

NO CONTACT AS FAR AS THE HIGHWAY 60 BRIDGE

CBIVENS 02/14/2024 22:41:30 E,F,L,R,O

VERIZON IS UNABLE TO GET ANY LOCATION INFORMATION AT THIS TIME THEY ARE ADVISING IT IS SHUT OFF AT THIS TIME

CBIVENS 02/14/2024 22:42:40 E,F,L,R,O

3 THP UNITS ENROUTE AT THIS TIME

CBIVENS 02/14/2024 22:42:50 E,F,L,R,O

BOLO'D TO RHEA CO AND HAMILTON

CBIVENS 02/14/2024 22:47:33 E,F,L,R,O

BLYTHE FERRY B OAT RAMP CLEAR AT THIS TIME

CBIVENS 02/14/2024 23:03:45 E,F,L,R,O

MCMINN CO HAS UNITS ENROUTE TO HIGHWAY 60 AT THIS TIME

CBIVENS 02/14/2024 23:06:11 E,F,L,R,O

COMMAND CENTER BEING ESTABLISHED AT OASIS CHURCH

CBIVENS 02/15/2024 00:18:14 E,F,L,R,O

LAST CELLPHONE ACTIVATION WAS AT 2203 AT CHEROKEE REMOVAL PARK

SDUNN 02/15/2024 00:31:53 E,F,L,R,O

TWRA IS EN ROUTE TO HWY 60

SDUNN 02/15/2024 00:32:29 E,F,L,R,O

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CFS Report  
CFS # - 202401287

RHEA COUNTY IS PINGING PHONE WITH FIND MY IPHONE PHONE / UNSURE IF OFFICERS PHONE IS IPHONE

**SDUNN 02/15/2024 00:52:12 E,F,L,R,O**

RESPONSIBLE FOR OASIS CHURCH HAS GIVEN BRADLEY COUNTY DEPUTY A KEY TO THE CHURCH / DEPUTY WILL BE ENROUTE TO CHURCH JIMMY GRAVLEY PASTOR WILL ALSO BE ENROUTE

**CBIVENS 02/15/2024 00:55:30 E,F,L,R,O**

809 OUT AT RIVERVIEW LN

**SDUNN 02/15/2024 01:19:30 E,F,L,R,O**

TAG INFO FOR GZ6695 2010 CROWN VIC GIVEN TO THP DISPATCH TO BE ENTERED IN LPR'S

**CBIVENS 02/15/2024 01:56:19 E,F,L,R,O**

803 AND BRADLEY CO OUT AT 200 MCINTURFF RD

**SDUNN 02/15/2024 03:07:30 E,F,L,R,O**

WIFI INFORMATION FOR CHURCH

NETWORK : ORCTV

PW : 2Timothy45

**CBIVENS 02/15/2024 03:12:58 E,F,L,R,O**

OFFICERS OFF OF MCINTURFF RD- APPEARS TO BE FRESH TRACK ON THE TRAIL

**SDUNN 02/15/2024 05:21:12 E,F,L,R,O**

TOBY BARBEE 423-903-3200 CALLED STATING HE HAS INFORMATION TO OFFER FROM HIS CAMERAS STATES AT 10:26 HE CAN HEAR SIRENS BUT NO CAR / AT 10:33 HE CAN SEE A SUV PATROL CAR GOING OPPOSITE DIRECTION WITH LIGHTS BUT NO SIREN

**SDUNN 02/15/2024 09:58:46 E,F,L,R,O**

MCMINN COUNT Z HAWKINS TOOK TRAFFIC

**DCHATTIN 02/15/2024 11:01:24 E,F,L,R,O**

ACCIDENTALLY CLOSED CAD

**DCHATTIN 02/15/2024 11:03:19 E,F,L,R,O**

TONY FINNELL GOING TO SCENE WITH 701 AT THE REQUEST OF ANDREW HOWARD

**DCHATTIN 02/15/2024 11:04:19 E,F,L,R,O**

DR. ROBERTS IS O/S ACCORDING TO TONY FINNELL

**DCHATTIN 02/15/2024 12:40:02 E,F,L,R,O**

JASON FINNELL TAKING RESCUE 220 TO SCENE

**DCHATTIN 02/15/2024 12:52:06 E,F,L,R,O**

JASON TAKING RESCUE TRUCK BACK TO STATION

HE'S GOING TO GET HIS COUNTY TRUCK AND HAS 2 PEOPLE GETTING THE BOAT AND THEY WILL BE STAGING ON THE RHEA CO. SIDE OF THE RIVER

**DCHATTIN 02/15/2024 13:13:26 E,F,L,R,O**

204 GETTING 1100 ENGINE

BOAT 3 WITH A CREW OF 4 HEADING TO THE MEIGS COUNTY SIDE OF BLYTHE FERRY

**DCHATTIN 02/15/2024 13:16:41 E,F,L,R,O**

BOAT WILL BE CREWED BY BRADLEY GODSEY, TONY O'DANIEL, AND BRAD O'DANIEL

**DCHATTIN 02/15/2024 13:29:41 E,F,L,R,O**

DISREGARD NOTE AT 09:58 WRONG CAD

**DCHATTIN 02/15/2024 16:26:33 E,F,L,R,O**

1100 TANKER ENRT TO STATE AT CHEROKEE REMOVAL PARK

**DCHATTIN 02/15/2024 16:41:16 E,F,L,R,O**

\*\*TO STAGE

**DCHATTIN 02/15/2024 18:38:01 E,F,L,R,O**

LOCATED 18:37

**DCHATTIN 02/15/2024 18:53:10 E,F,L,R,O**

ORIGINAL CALLER CALLED BACK IN AND SAID THAT IF WE HAD ANY FURTHER QUESTIONS FOR HER THAT SHE WOULD BE HAPPY TO SPEAK TO OFFICERS. CORRECT LAST NAME FOR CALLER IS SHANNON

**DCHATTIN 02/15/2024 19:24:02 E,F,L,R,O**

Call Taker  
11 CBIVENS

CFS Report  
CFS # - 202401287

1400 & 1600 ENGINE ENROUTE FOR MOTORCADE

**DCHATTIN 02/15/2024 20:35:00 E,F,L,R,O**

10-14 ENROUTE

**DCHATTIN 02/15/2024 21:34:40 E,F,L,R,O**

1400 ENGINES BACK IN STATION

**MLODEN 02/15/2024 22:50:36 E,F,L,R,O**

807 NOW AT MEDICAL EXAMINER OFFICE

2/22/24

Start of Concrete boat ramp - 0'

- Rumble Strip - 236' (5 individual bumps -  $\frac{1}{2}$  tall)
- Rumble Strip - 474' (5 individual bumps -  $\frac{5}{8}$  tall)
- ~~Sign~~ ("AHEAD" on pavement - 498'
- Sign "STOP AHEAD" - 502'
- ("STOP" on Pavement) - 546'
- Rumble Strip - 740' (5 individual bumps -  $\frac{1}{2}$  tall)
- Rumble Strip - 1072' (5 individual bumps -  $\frac{1}{4}$  tall)
- Pedestrian Sign - 1261"
- Rumble Strip - 1343' (5 individual bumps -  $\frac{3}{10}$  tall)
- Sign "Road Ends" 1663'  
1500 Ft

- Boat Ramp to Shadden Road intersection - 7069 ft
- Shadden Road intersection to Hwy 60 - 3969 ft

Total - 11,038 ft - d

Velocity  $v = \frac{\text{distance}}{\text{time}}$

Cell phone data - 10:00:51 - Hwy 60 @ Shadden Rd.  
10:02:14 - Left on Blythe Ferry  
10:03:51 - Water

180 seconds - t

$$v = \frac{11,038 \text{ ft}}{180 \text{ sec}}$$

$$v = 61.322 \text{ f/s} \quad \frac{61.322}{1466}$$

$$s = 41.829 \text{ mph}$$